

VOLUME X NUMBER 3
March 1977
30¢

Cycle WEST News

America's largest and most complete weekly motorcycle newspaper

TEXAS MX:
Action Army on maneuvers



TEST:
Honda 250/4 valve single!



ABOVE: Kent Howerton shows spectacular style off the berm at Lockhart. Report begins on page 20. Photography: Richard H. Creed.
BLOW: C-N test rider Tom Culp dominates that insane jump at Lions on none other than that new Honda 250 four-valve single. This is a test, starting on page 30. Artsy avant-garde wide-angle photography by David Swift.

CYCLE NEWS
2499 Cerritos Ave.

Newspaper

Long Beach, Ca.
90801 (213) 427-7433



calendar

Just about anybody who throws a worthwhile race has adopted a silencers-mandatory policy. Although these listings don't mention the fact, virtually all events in the Calendar are quiet ones.

Handy hint: "SASE" means "Self-addressed, stamped envelope". Use the legal size. You know, the big ones.

THURSDAY, MARCH 9

U.S. FOREST SERVICE HEARING to determine future management policy of National lands in the Tahoe Basin. As a result of these meetings a TEN YEAR PLAN will be drawn up. If you want to keep it, be there. 1:30-5:30 pm and 7:30 pm at the Hilton Hotel, 150 South Los Robles, Pasadena, Ca.

FRIDAY, MARCH 10

USMRC MX, El Toro (Ca) Spdwy. 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. \$5 post.

SATURDAY, MARCH 11

INDOOR SHORT TRACK, Washoe Co Frngds, Pavilion Bldg, Reno, Nev. State champ series. \$2 ride, \$2.50 watch. 8 pm. 702/323-6055.

USMRC TT/FT, El Toro (Ca) Spdwy 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. — Motocross — all classes 8 a.m. practice — 10 a.m. start — \$2.00 gate entry — \$2.00 race entry with membership, \$2.50 without membership. Effective Nov. 1, silencers required at all events. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calif.

EVERY SATURDAY

Motocross, Corona Raceway. Racing starts at 9 am. 100% payback, Experts. Beginner, Junior, Senior, 30% Brass. Silencers and 3 number plates required. Pits open 7 am, practice at 8 am. \$5 Post Entry payable at gate for Beginners, Juniors. Take Riverside Freeway to Pierce or Magnolia turn-off, right on Magnolia to Buchanan. Info: (714) 735-1705.

EVERY SUNDAY

Motocross racing at Four Corners M/C Park. Practice at 9 am, races 1 pm. All classes, no cards required. Admission \$1, entry \$2.

EVERY SATURDAY NIGHT

USMRC ST/TT, El Toro, Cal. Speedway. \$5 post entry. USMRC membership required. Pit gates open at 5 pm. First race at 7 pm. Cash for Experts. Trophies for Juniors. General Admission \$2.50. Servicemen \$1.00. Junior \$1.50. For further information: (714) 831-1621. Silencers required.

EVERY FRIDAY NIGHT

USMRC motocross, El Toro, Cal. Speedway. \$5 post entry. USMRC membership required. Gates open 5 p.m. Signup closes 6 pm. First race 7 pm. Cash for Experts. Trophies for Juniors and Intermediates. General Admission \$2.50. Servicemen \$1.00. Junior \$1.50. Children under 12 free. For further information: (714) 892-2460, after 5 pm. Silencers required.

BRITISH SIDECAR CHAMPIONSHIP SCRAMBLE, Newbury DMC, 18 Hedgeway, Newbury, Berks., England.

WEATHER-PERMITTING MX, Valley. Cycleland Spdwy, 14 mi S of Chico, Ca, on Hwy 99E & Gate Shippee Rd. Sign 8, race 10:30. 916/342-9302.

AMC MX, Muntz Cycle Park, Moorpark, Ca. Send for entries: Box 663, El Toro, CA 92630. 714/830-7646. TOM RAPP class, 8 am.

SUNDAY, MARCH 12

CMC MX, Carlsbad (Ca) Rcw. DKW series. Jrs: \$5 mail (3/7), \$10 post. Srs: \$10 mail, \$15 post. DKW series. 9 am. Box 1402, Costa Mesa, CA 92626.

TT SCRAMBLES, Sidewinder Spdwy, Kingman, Ariz. Lined on Hwy 66 E from Kingman. \$3 entry. 602/753-3206.

TT SCRAMBLES, Mesa. South Bay Speedway. Lined S of Chula Vista, Ca, at Hwy 101 & Main St. East to track. \$1.50 donation, \$2 ride. C trac. 10 am, race noon.

MOTOCROSS, Boulder Ridgerunners. Coal Creek Raceways, Hwy 7 between Wadsworth & Valley Hwy. Boulder, Colo.

MOTOCROSS, Polka Dots. 3rd annual Septinelli MX. Argyle Park, Dixon, Ca. \$3 ride, \$1 gate. Sign 7:30, race 10. 916/991-5780.

MOTOCROSS, CRC. Deadmans Point, Apple Valley, Ca. Beginner-novice. Special age classes. \$2 gate, \$3 ride. Gate 7 am, race 9. 714/688-1291; 213/830-7519.

FLAT TRACK, Adams Co Frngds, Colo.

HARE SCRAMBLES, Taft. 1 mi W of Maricopa, turn right on Elkhorn Rd. \$2 ride, \$1 gate. 10 am. Camping Sign 8 am.

DESERT RUN, Jesters. Lined at 4 Corners, jct. of Hwy 395 & 58. \$5 mail, \$7 post. Win a Super Rat. Box 1027, Apple Valley, CA 92307. 714/244-3059, 244-4268.

AMA GRAND NATIONAL CHAMPIONSHIP ROAD RACE, Daytona Beach, Florida. 200 miles.

MX, Escape Country. 1st qualifying round for AMA National Championship MX series. 11 am. Camping available.

MINIS scmbka. Saddleback Park, Irvine, Ca. Sign 8 am, race 10. (213) 426-9355.

MX, Stumpjumpers. Elsinore (Ca) Rcw. 40% brass to all classes. \$5 mail, \$8 post. Limited entries. Steve Mitchell, 2162 Harbor Isle Ln, Huntington Beach, CA 92646. 714/778-6700.

MX, Feather River. Under the E St Bridge, Marysville, Ca. Sign 7, race 10. \$4 ride, \$2 watch, \$5 late fee. 916/742-8281.

DRA HARE SCRAMBLES, Lined 7 mi N of Adelanto on Hwy 395. Beginners & Nov only. Pins, 20% brass. Nov. 10 am, Beginners 10:15.

HARE SCRAMBLES, Los Ancianos. Marked from Burro Bend, Hwy 78, approx 8 mi E to Pole Line Rd. 10 am. Sign 4-8 pm Sat & 8 am Sun. \$3. D-38 pts.

ROUGH SCRAMBLES, TTMC. 395 Cycle Park, Adelanto, Ca. Ultras & LW sign 7, race 9. HW sign noon. D-37 pts. \$2 ride, \$1.50

HARE & HOUND, Victors. Lined from Red Rock Cyn N of Mojave on Hwy 14. Trail Nov 1 loop. D-37 pts. 213/340-8470; 805/527-4525.

POKER RUN/TELEvised WEDDING PROCESSION, Wanderlust. Sign @ 11 at 2460 Bates Rd, Concord, Ca. Runs starts at 10:30. Chow down at 2. Then watch Charlie Gregory marry Fran Kiger. Procession through the downtown Concord and Pleasanthill takes place. A must. 415/687-6947.

MX, GNG. Lined S of Carson City, Nev. Sign 6, race 9. \$5. Nov \$5 mail, \$7 post. Am/Ex \$10 mail, \$12 post. \$1000 series purse. 1355 S Wells Ave, Reno, Nev. 89502. 916/544-8509.

ACA MX, Saddleback, Park, Ca. \$5 mail (3/10), \$10 post. Bultaco Series. Prac 8 am, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

GRAND PRIX MOTOCROSS, A.C.E. Indian Dunes Park, Valencia, Ca. \$5 mail. \$8 post. Box 174, Newhall, Ca. 91321. 805/259-8007.

MOTOCROSS, LVMC, Las Vegas Speedrome, (2 mi. north of Nellis Air Base), Sign 7:30. Prac. 9. Race 10:30. \$5 ride. \$2 watch. Tykes free. 734-6703.

MOTOCROSS, 1 mi. W. of Sunnyside, Washington, to Swan Rd, follow arrows. 100, 175, 250, Open. Sign 12, race 1. \$1.50. Tykes free.

EUROPEAN SCRAMBLES, C.V.M.C., Chiriaco Summit, lined from Indio I-10 and from Blyth e. 10 am. Sign 8 am. \$3.75.

USMRC TT/FT, El Toro (Ca.) Spdwy. 2:30. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

MINI RACES, Saddleback Park, Ca., Sign 8:30. \$5 membership. \$2.50 enter. Box 1455, Huntington Beach, Ca. 213/421-2088.

AMA NATIONAL SCHEDULE

3/12	Daytona, Fl.	200 mi RR
4/16	Atlanta, Ga.	125 mi RR
4/29	Hialeah, Fl.	25 lap Mile
5/6	Gardena, Ca.	25 lap TT
5/21	San Jose, Ca.	25 lap Mile
5/27	Los Alamitos, Ca.	20 lap 1/2 mile
6/11	Louden, NH	100 mi RR
6/18	Louisville, Ky.	20 lap 1/2 mile
6/25	Indianapolis, Ind.	125 mi RR
7/2	Columbus, O.	20 lap 1/2 mile
7/9	San Jose, Ca.	20 lap 1/2 mile
7/15	Salem, Or.	25 lap TT
7/23	Castle Rock, Wa.	25 lap TT
7/29	Monterey, Ca.	125 mi RR
8/5	New York, NY	20 lap 1/2 mile
8/10	Homewood, Ill.	25 lap Mile
8/13	Hinsdale, Ill.	Short Track
8/26	Peoria, Ill.	1/2 mile/TT
9/3	Indianapolis, Ind.	25 lap Mile
9/9	Talladega, Ala.	200 mi. RR
9/17	Arlington Hgts, Ill.	Mile
9/23	Nazareth, Pa.	25 lap Mile
10/1	Gardena, Ca.	1/2 Mile
	Ontario, Ca.	250 mi RR

WEDNESDAY, MARCH 15

ENTRIES CLOSE FOR Hangtown Motocross. See April 1-2.

THURSDAY, MARCH 16

FLAT TRACK, Trojan Speedway, South Gate, Ca., 7:30 pm. Admission \$2.

FRIDAY, MARCH 17

USMRC MX, El Toro (Ca) Spdwy. 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

SATURDAY, MARCH 18

AMC ENDURO, In- 663, El Toro, CA 92630. 714/830-7646 postponed

USMRC TT/FT, El Toro (Ca) Spdwy 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, CA 19769. 714/985-3149.

TWO-HOUR MARATHON. Fremont Raceway, Fremont, Ca. 250s 9:30 am, Open class noon. Sign 8:30. \$5 entry, \$1 watch, Tykes 50 cents. 415/322-1514.

SAT. & SUN., MARCH 18 & 19

TOUR TO EXOTIC INDIO, CALIFORNIA. That's right, bring a two-wheeler to Pacific-Coast Honda on PCH in Harbor City early Saturday and head out to Indio with a bunch of new pals. 350cc and up. Call (213) 326-3810 for more details.

SRA GRAND PRIX, Riverside Int'l Rcw, Riverside, Ca. Classes for everyone. \$7 mail, \$10 post. 2 SASE to SRA, 1501 Mariposa St., Corona, Ca. 91720. 213/370-8234; 714/735-4641.

EUROPEAN SCRAMBLES' Sand Sailors, Ave. J & 145th St. East of Lancaster, Ca., Sign 8:30. Race 10. \$4.25. Schoolboy classes both days. 948-4809.

SUNDAY, MARCH 19

MRA MX, Medford (Or) MX Park, on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. \$2.50 entry, \$2 pits, \$1.50 adm.

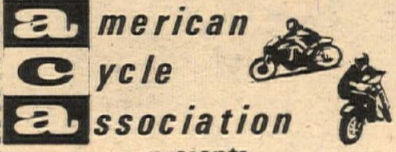
MINT 400, Mint Gun Club, Las Vegas, Nev. \$56,000 in cash and things. \$300 per vehicle. Write "Mint 400", Mint Hotel, Las Vegas, Nev. 89101.

MX, Redwood Acres, Calif.

SCRAMBLES, Lightweights. Perris, Ca. Ultra & LW sign 7, race 9. HW sign noon. Sidehacks welcome. D-37 pts. 714/987-4488.

ACA MX, Carlsbad (Ca.) Rcw. \$5 mail (3/17), \$10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

(Please turn to pg. 34)



Mar. 12 — Saddleback Motocross (Bultaco Series)
Mar. 19 — Carlsbad Motocross
Mar. 26 — Saddleback Motocross
Apr. 2 — Carlsbad Motocross (Bultaco Series)

Motocross Info
Motocross Division:
(714) 982-7370

NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

For further info. see calendar or phone ACA office 1-5 M-F
★ (714) 774-3ACA ★

American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805



American Moto Cross Club Inc.
FOR: BEGINNERS, NOVICES, JUNIORS & THOSE WHO HAVE NEVER RIDDEN IN AN EVENT

Presents

Mar. 11 — Motocross — Muntz with Tom Rapp Class

Mar. 25 — Motocross — Saddleback with John DeSoto Class

April 1 — Motocross — Rawhide

Bikes must have SILENCERS and 3 NUMBER PLATES. AMC membership required — \$5.00 per year. Gates open at 6:30 A.M. Class begins at 8:00 A.M. Race starts at 9:30 A.M. ENTRY — by advance mail. \$5.00 mail entry closes 3 days before event. Post \$10. No post entry fee to new riders first time out. Send membership applications and entry forms to:
P.O. Box 663, El Toro, Ca. 92630
(714) 830-7646

Orange County's newest family cycle ranch

ESCAPE COUNTRY

ROBINSON RANCH TRABUCO CANYON
 Don't miss the big AMA Pacific MX Race March 12.
 Camping available by reservation.



6:30 SIGN-UP CLOSES
 6-7 PRACTICE
 7:30 FIRST JR. RACE

CMC Moto-Cross
Every Friday Night
CMC License Required



INDIAN DUNES PARK
 600 acres — hills, streams, sand
 Family riding 7 days
 7am 'til dark
 Moto-X Races every Sunday
 2 miles west of Interst. 5
 on Hwy 126 at Castaic
(805) 259-8000

DRA Desert Racing Association
 Presents
A HARE SCRAMBLES
 Two 28 mile fun loops

BEGINNERS & NOVICES ONLY

Starter Pins & Finisher Pins
 20% Trophies — contingencies
 special classes—16 under—35 over—
 All engine size classes
 Novices 10 am—Beginners 10:15

MARCH 12
 Lined 7 miles north of
 Adelanto on Hwy 395



SADDLEBACK park

Mar. 12 — Mini-Bike Race & ACA MX
Mar. 19 — Hillclimb & CMC MX
 Open 7 days 8-5
(714) 639-5832

WANTED

1000.....RIDERS
 VICTORS 7th ANNUAL
 DESERT CLASSIC

HARE & HOUND

MAR. 12th

BOTH LOOPS ON THE GOOD SIDE OF RED ROCK
 TRAIL NOV. 1 LOOP ONLY

Lined from Red Rock Cyn. Hwy 14 N. of Mojave...Dist. 37 points.....

.....INFO...213-340-8470.....

Those of you who haven't sent in your entries for the Mint 400 yet have really blown it. Although you can still enter, the pre-entry deadline was March 1, and had you made it you would not only have received a free race jacket but also a commemorative bottle! How about that?

The fifth annual running of this big off-road classic will be held March 19-21 and features a \$56,000 purse. It should be well worth the watching if the press release photos are anything to judge by. They show some Las Vegas showgirls "displaying Mint 400 booties" (sic).

But be careful: Two Desert Daisies, Patty Clogg and Mary Brooks are entering, so there will be competition.

This year the race will be televised, and it will be scored by a computer.

If GARY NIXON is reading this, we have a change. We captioned a picture last week saying that you would ride a Triumph at Daytona this year. That isn't true. You will be riding a Kawasaki as stated in the text. Got it?

BOB BAILEY, the talented Maico tuner and horse trader, knows a good thing when he sees it, so he has teamed with REY FRANK, the "Indian Kid" to ride a Yamaha 360 in the Mint "400" and some of those other big dirt bashes. Bob is seeking the post of Rider Representative to the AMA and seems to be interested in turn out the Indian vote in his favor.

Motocross events, especially big ones, are infamous for their spectator accommodations. Well, Escape Country, where the Pacific AMA race is to be this weekend, says a new era is dawning. They intend to begin a trend towards "staging motocross events for the spectators."

They have all the goodies like parking, refreshment stands, etc. Overnight camping is available by reservation (714/586-7964). And they say: "the track is almost 100% visible from all spectating points" (!).

Could it be? Maybe you should find out.

There are too many fine cameras being flogged about races everywhere these days with results that leave much to be desired. The reason, of course, is that motorcycle photography has its own special set of requirements known to but a few of us insiders. Next week, we will begin a three-part series cleverly titled "The Blatant Image", by none other than Richard H. Creed, mild-mannered Nikon fan who has been supplying us with outstanding Texas coverage for some time. Richard will reveal scads of professional secrets heretofore unbeknownst to the masses regarding the dubious nature of f/stops, Y-2 filters, and pre-war Leicas in the kingdom of conical hubs and trench heads. Besides, it gives us an excuse to run a barrelful of Creed's pictures which you otherwise would never have seen. Either way, you win.

IF YOU WANT SOMETHING DONE RIGHT, DO IT YOURSELF: Desert ace Jerome Ruzicka, who was scheduled to team with Doug Grant for the Mint 400, fell off recently during a race and broke a leg. Mike Jackson, the swag that sponsors them on their AJS's, promptly announced a replacement for Jerome, 19-year-old Gary Johnson of El Cajon, Calif. Well, last week Doug was leading John DeSoto and a host of other shoes at the Arizona State Motocross Championships in Phoenix when he crashed, breaking his leg in two places. Jackson now has to come up with another rider, so who does he choose? Himself. Don't laugh too hard, though. Mike finished 15th overall at Barstow-to-Vegas last November and just took fifth in his class at the Viewfinders Grand Prix. Meanwhile, if you would like to send a card to Jerome or Doug, mail it in care of Nor-Vil, 6765 Paramount Blvd., Long Beach, CA 90805.

When you are installing new points in your scooter here is a tip. Clean them first with a solvent that doesn't leave deposits, such as Petrochem's Contact Kleen or other commercial electrical cleaner. Don't use gasoline or kerosene. These both leave deposits. The reason for this is that points often come with a light coat of preservative that will shorten their life considerably.

Quote from MIKE RUNYARD: "The Americans are going to take the

the latest

poop

By Papa Wealey

Trans-AMA series in '72 and will beat the Europeans".

Localites who want to give "ON ANY SUNDAY" another look-see should hit the Surf Theatre in Huntington Beach, Calif. As a bonus, it's showing with John Severson's "PACIFIC VIBRATIONS", an outstanding surfing movie. The salt water will help wash off the dirt. Or, if you like bikes with buffs, try the Art Theatre in Long Beach. Yup, "Helstrom Chronicle".

Look for your favorite publisher on the telly. Watch "Youth and the Issues" and see CHUCK CLAYTON meet face-to-face with the dreaded Sierra Clubber and come out with a new friend. Two showings: Thursday, March 9 at noon and Friday at (gadfry!) 6:30 a.m. Both on Channel 9.

Sportsman entires for HANGTOWN are just about filled but there is room left in the Professional ranks, particularly in the Open class. There's \$2000 up for grabs there out of the total \$5000 purse. BRAD LACKEY has just sent in his entries; one each for the 125s (Penton), 250s (CZ), and Open (that big, bad Kawasaki).

We have a swell report on the odd goings-on at Fort Hood in Texas this issue. After that report came in, another story developed at the fort. JOHN PENTON and AMA Executive Director (and CN's Man of the Year) RUSS MARCH were seen roaming about the government grounds, checking the viability of holding the 1973 ISDT there.

Another Texas flash: Jack Hicks was reportedly getting dandced-and-romanced by Kawasaki. Seems they want to put him aboard one of their new prototypes. Wonder how many Kawasaki has in the country right now? The bike seems to have power everywhere thanks to all the cubes but, unlike all the other Japanese racers, has a Husky-like torque curve. Wide and flat.

The new desert flick "ON THE LINE" has been picked up by Interwest, the folks who distributed "Ra Expedition" and other successful documentaries. "Line", although a mild-mannered film on the surface will be the object of many arguments among racers everywhere. It's a thought-provoking flick.

Pro racers who can stick around for the weekend after Evel's motocross May 6 and 7 can catch a \$10,000 motocross by CMC Utah. Write Box 15055, Salt Lake City, Utah 84115 for more details.

All helmets worn in any AMA-sanctioned event must bear the Safety Helmet Council of American sticker.

Chalk up another first for the AMA! See Sportsmen and Professional racers competing on the same course, same day! The Stumpjumper and promoter KIM KIMBALL of TEAM announce a "split run" with District 37 Experts and the motopro all running at Escape Country March 12, while the District Novices, Amateurs and Juniors race at Elsinore, just a few miles away. Mind you, this is motocross, not TT.

TOM HORTON has a sponsor for the Daytona Short Track on his Montesa special, named Racers Infinity. Translation: Out of Sight.

CAL RAYBORN has signed to drive fast four-wheelers for Dan Gurney, it was confirmed. This won't affect his racing for the Harley-Davidson factory until next year.

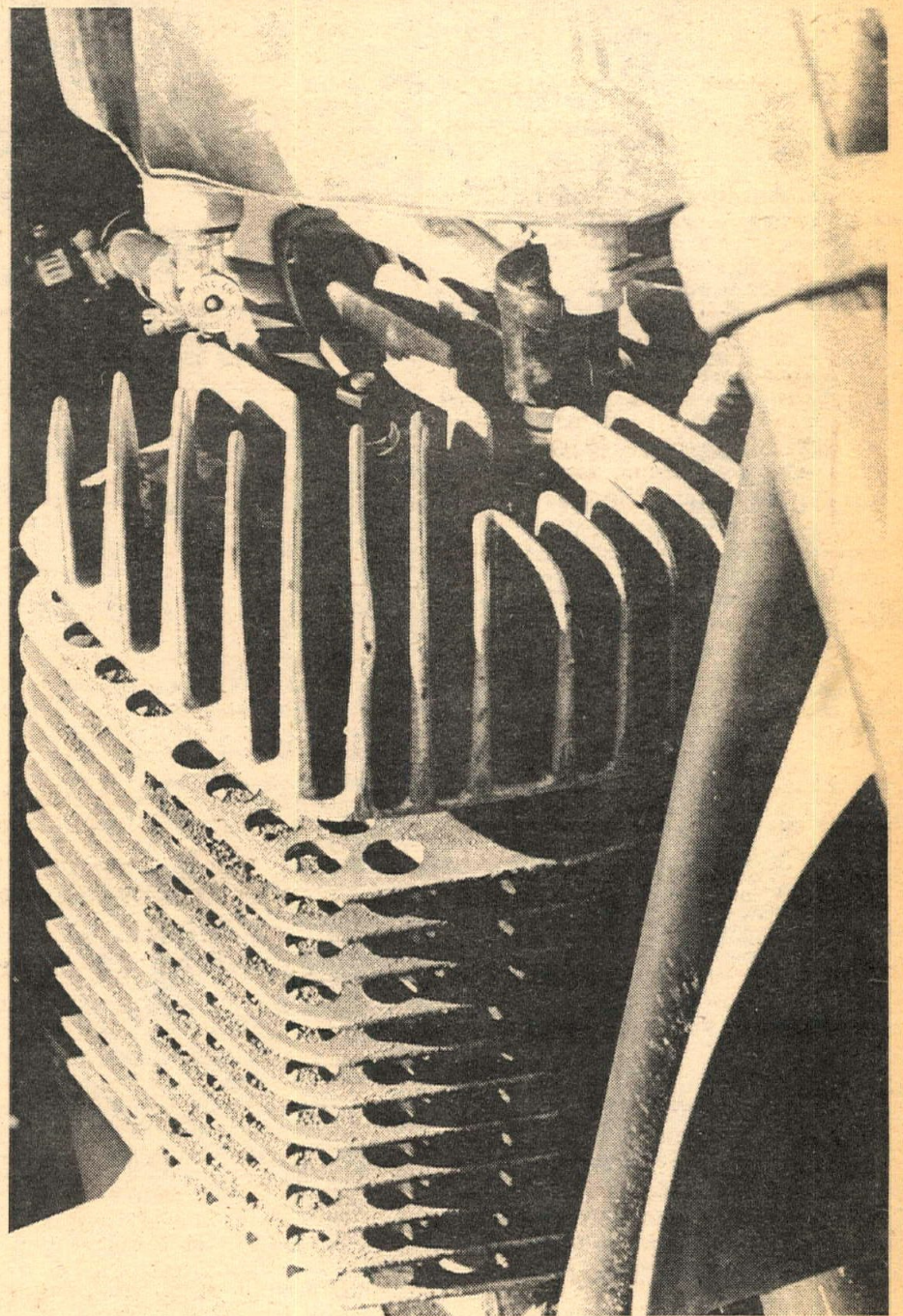
CARROLL RESWEBER is now employed by the Harley-Davidson racing department as, in his words, "Coach". Besides being Grand National Champion a couple of years running, Resweber is a renowned welder.

Evel made it over 15 cars at the Cow Palace, setting a new record in the

process. He used a ski-jump ramp starting at the top of the grandstands. There was a standing-room-only crowd which included Super Joe Einhorn and his manager John Renesch. They had a special interest in the affair because if Evel mised he was going to award Joe \$25,000. Evel did break his ankle upon landing but he'll be ready for some jumps in Detroit near the end of the month and 15-Cadillac jump at the Atlanta Mile on June 11. Meanwhile, his Idee-ho motocross is shaping into the first real showdown of American champions. Evel who? You gotta be kidding!

Yankee's 500cc Z-twin will be assembled in the U.S. Many of the parts will be American made at the Massachusetts factory of Smith & Wesson firearms, which Yankee's parent company, Bangor Punta, owns. Eventually, plans are to manufacture the entire motorcycle here, engine and all. The big two-stroke will be coming off the assembly line just in time for the rejuvenation of TT Scrambles, which it should be ideal for.

Next Week a trick Maico



Mice? Not quite. Just a sample of some of the super-sano work Mike Chamberlain has done on his sub-200 pound titanium Maico 400. This ultra lightweight firecracker will be featured next week in CYCLE NEWS along with complete coverage and photos of the Daytona 200 mile. Don't miss it.

ROBERTS LEADS AMA STANDINGS

Young first-year Expert Ken Roberts is off to a flying start, doing better than any rookie ever has at the start of a National season. After the TT and short track at Houston, here's how our boys stack up:

POINTS TO DATE	
1. Ken Roberts	250
2. Eddie Mulder	180
3. Dave Hansen	150
4. John Hateley	150
5. Gary Scott	140
6. Mike Kidd	120
7. Mark Brelsford	80

KBIG radio (74 AM) will carry coverage of the Daytona 200 Grand National Road Race this Sun., March 12.

OMIGOSH, another CREEPY BILL: The latest one to mention in letters we hope you are writing: AB 286. Northern California promoter Bob Barkhimer brought it to our attention. AB 286, by Assemblyman Biddle, if passed, will levy a whopping five percent tax on all gross gate receipts of "professional spectator sports". This will cost everyone who likes to watch a race. Uh, horse racing is exempted from the tax, by the way.

The much discussed four cylinder four-stroke from Kawasaki is being tested in this country according to rumor. Displacement is said to be in the neighborhood of 900cc, and an overhead cam design is also likely. Although this is probably just a prototype, the production version may be expected to carry all the currently expected features such as disc brakes, electric starter, and possibly even fuel injection.

8. Gary Landry	50
9. Dick Mann	40
10. Chuck Palmgren	40

For the first time, the AMA is racking up points for the manufacturers. Here's how they are doing:

MANUFACTURERS' POINTS	
1. Yamaha	250
2. Triumph	150
3. Kawasaki	140
4. Suzuki	100
5. Harley-Davidson	90
6. Ossa	50
7. BSA	40
8. Bultaco	40

Now Daytona.

Cycle News

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CLEAN CASH

As I pick up pen and beer to rebbble over this simple parchment, my heart is longing for the dusty trail, to feel the wind in face and feel my lips dry and cracked from the desert sun. Yes, I miss the things you describe in your article about cleaning up the desert. I always feel guilty about complimenting someone on their efforts to do so much for so little, because I always feel as though I should have been there to help and I wasn't. I can't think of a project by a gathering or riders that is more welcome to the industry than the one you describe. Our company will pledge \$300 to the next gathering of the clan. What system you use to entice participants is up to you but you might use it for a party of a drawing or whatever turns them on. My heart goes out to you for your efforts. If it is for beer, save one for me; I sure would enjoy being there.

TED PENTON
Lorain, Ohio

STUFF OFF, FELLA

As holders of the 1972 World Cycle Stuff Championship we would like to personally extend our invitation to all would-be challengers.

We would also like to give a special thanks to the Custom Trophy Co., 1825 Artesia Blvd. in Gardena. They have donated a fantastic perpetual trophy which is presently and probably permanently on display in our store.

HOUSE OF HANDLEBARS
Long Beach, Calif.

WILD BILL FAN CLUB!

In your October 12 issue you presented a rather unusual home-built motorcycle assembled by Bill Gelbke of Boscobel, Wisconsin. Just the picture of this machine inspired a fan club of modest, but sincere, proportions. We have a membership roll, an initiation fee of 25¢, and many heated debates regarding the weight of Bill's Behemoth.

LAREE JOHNSON
Monster Machine Fan Club
546 Mesa Drive
Corona, Calif. 91720

INSIDE JOKE

Recognizing and adhering to the current policy of maintaining acceptable noise levels, 395 is proud to announce that effective immediately, Sunday, February 27, 1972, Hope's Homemade Chili Con Carne will be 'silenced'.

Your co-operation will be greatly appreciated.

HOPE ENGLAND
Chief Cook & Bottle Washer
395 Cycle Park

HERE'S HOW WE NAMED THE COLUMN:

In reply to J.G. Krol of Anaheim: Sure Papa Wealey and Rod Breaker are real people. I've met them both.

OLE POOP
Wsqnav, Sweden
It sure is great to hear from you again, Ole. For those of you won't know him, Ole and I were great racing buddies in the old country. In fact, Ole is the only guy I ever beat...Karl "Papa" Wealey.

YOU MADE ME DO THIS!

I entered the Calico Enduro, and I have never had so much fun on a ride. Not that the ride was that easy but watching other riders was great. There were so many greenies that you could not keep on time. Not that they were slow; but I had tears in my eyes from watching them. At one section there was a gal sitting next to her bike on a big rock crying, she was unhurt, as I went by she was saying to her male companion, "You made me do this, I didn't want to". The next section was deep sand with a youngster on a

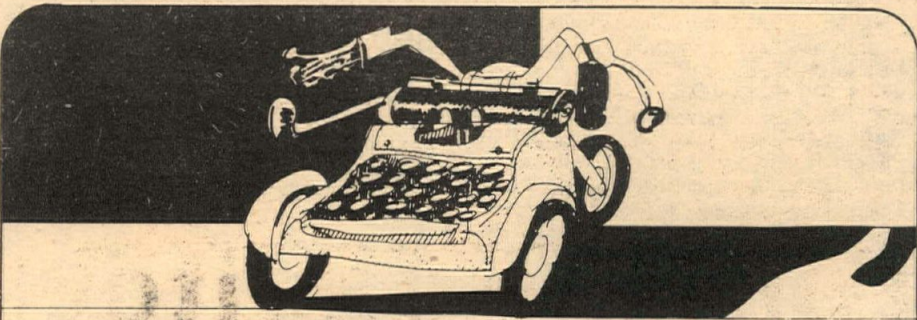
mini-enduro going 5 mph with his father right behind him on a Husky about to seize. Heading across the dry lake speed varied from 15 to 90 mph. Some riders even found time to do tricks, standing on the seat with one foot over the head. The finish was disappointing, the ride was over and they ran out of Finisher Pins. All-in-all it was, as advertised, a fun ride.

The only sour note were all the pit racers on the roads around the camp area.

P. D. LEBO
Carson, Calif.

SECOND FIRST

I really must thank Maureen Lee for her kind remarks directed towards AJS in last week's "Scramblin' Around". I



VOICES OF THE WEST

can assure her that the word "complacency" has been completely erased from this company's Funk & Wagnell!

The current competition between the distributors of the various motocross bikes is, generally speaking, both healthy and invigorating. I think I am honest enough to know where we (AJS) stand in Southern California at this moment; and taking a realistic leaf out of the Avis ad, I can assure the Gentlemen of the Opposition that "We are going to be No. 2, first!"

This is substantiated by a remark from our youngest employee when we were recently showing a prospective dealer over our warehouse. He asked how many people worked at N.V.C. The lad replied, "Oh, all of them."

MIKE JACKSON
General Manager
Norton Villiers Corp.
Paramount, Calif.

PEN IN GEAR

I just finished reading Russ Sanford's article regarding the President's Proclamation. This is the straw that broke the camel's back. I have not voted for 20 years because I firmly believe that it is rigged anyway. You just get a choice of who is going to put it to you. But I will vote next time. I am (censored) sick and tired of all this (censored) about off-road riding so a select few can have it all. (About 130,000 to be close.)

I had planned what I was going to say in this letter, but when I started thinking about it I got angry so I'll give up for now. But one (censored) thing is for sure: I'll be voting this time.

J. M. JONES
La Mirada, Calif.

Be sure that you are still registered...Ed.

HACK HOSPITALITY

We noted with interest the letter from the Lincoln, California, Sidehack Assn. challenging the Southern California Sidehack Association to meet them at the Dirt Diggers' North Hangtown Motocross on April 1 & 2. Although we would like to accept their challenge, we are unable to do so at this time.

As you know, April 2 is the date of the Larry McClellan Benefit Enduro sponsored by the Stumpjumper M.C.

and we will be helping in the laying out and cleanup of the course that weekend. We feel this Enduro is very important as Larry has been a good hack competitor and he needs help which we are capable of providing.

We would like, however, to offer the Lincoln, California, Sidehack Association an alternate date and place — the Salinas Ramblers TT at Salinas Fairgrounds in August of this year. We shall be happy to meet them up there.

In addition, we invite them to correspond with us personally to inform us of any other "good" runs they have coming up and we will try to work something into our schedule. We also have some really great runs down here, and if any of them want to come down, we'd be happy to see they have a place

very underfed organization. Any motorcyclist that does not belong to M.O.R.E. is part of the problem in California.

DAVE BROWN
Alhambra, Calif.

TIRED OF HEARING IT, REVISITED

I'm writing concerning your issue of 2/29. I must strongly disagree with the letter titled, "Tired of Hearing It." You say Spillway is a motocross track, that's right, motocross! To say this one would think you had never seen a real motocross course. In a recent interview with factory Maico rider, Werner Schutz he says, "the big difference is the sand, there is not much sand in Europe." Spillway's two feet in the stuff.

After all Europe is where it all started, isn't it?

Upon a recent visit to Spillway Park I unfortunately managed to break my wrist while leading the last moto. While being treated I was informed of three broken legs and two broken arms before me, and nearly as bad every Sunday it ran. I think we all better take a better look at what a real motocross course is, and leave Spillway for the brave at heart!!!

DAN WILFONG
Van Nuys, Calif.

WHAT MAKES YOU THINK THAT?

Having read your newspaper's "New Stuff & Things for Cycles" for many months, and then picking up on Papa Wealey's "The Latest Poop", I've come to the conclusion that they are written by the same person. Can this be true or do you have two crazy writers on your staff instead of just one?

By the way, has anyone ever seen Papa Wealey?

M. BEESON
Paramount, Calif.

Here's the truth behind those strange scrawlings: Every Friday a naked native boy delivers both columns in an envelope and scampers off before we can stop him. The envelope has the return address, "Hotel Wadadodah, Groat, Isle of Plano". That's where we send his checks, so, evidently, that must be where Karl Wealey is stashing himself...Ed.

PIT RACING COULD GET DANGEROUS

I was told at the Four Aces Hare Scrambles that Rescue 3 was no longer serving desert racers due to uncontrolled pit racing.

Now, you never see J.N. Roberts or any of the top riders showing off in the pits. It is always some young rectal orifice who can't ride well enough to make even one point towards an earned number.

The District 37 sports committee should take this matter up before there is vigilante action.

The next pit racer who blasts through the Invaders' camp is going to get a cold can of Coors (guess where) from me, personally, and Kookie, number 735½, has sharp teeth.

I don't see why these pit racers should deny the rest of us Rescue 3.

WES ANDERSON, SR.
Trailbike 69
Los Angeles, Calif.

COOL DESERT PEOPLE, HOT MINIBIKE

A big "thank you" to whoever put the fire out on my son's minibike at the Four Aces Moose Run. Who besides desert people are so willing to help each other out without expecting a thing in return. Thanks again.

AL THOMAS
No. 84x
Desert Knights M.C.

scramblin' around

By Maureen Lee

Dick Kouns, the Ultra and Lightweight steward, reports that more and more of the riders who held motocross cards last year are now signing up for scrambles numbers.

Easy to see why. The number of District motocrosses has really fallen off. In fact, I'd like to say right now that District motocross is in worse shape than the scrambles scene was last year and that was pretty bad. The reason? Well, it's a little bit of a different story for both cases. Scrambles were in trouble because so many of the scrambles clubs folded due to internal upheavals, and then that old bugaboo, track rental, reared its head and the clubs just couldn't afford to throw scrambles. This year the Lightweights have bounced onto the scene and are going great guns but we still hear complaints from riders that they wish the scrambles clubs just wouldn't use 395 Cycle Park all the time.

Truth is, kiddies, most clubs can't afford the other tracks and that's the truth. The other tracks are making enough bread from their own races — the ones we once called "outlaw" in the old days — and they don't need the District runs. All the riders would just love to run at Perris at least one Sunday in the month and some get hysterical at the thought of Saddleback's scrambles track (I mean the up-hill-and-down-dale one, not the TT track which is too short for the big bangers). But once again, should a club have a poor turnout, they've really lost it because of the high rental fee they've paid. 395 is the only one most clubs will take a chance on.

In the motocross scene, from what looked awful at the very beginning of

the year now has some bright spots. The Boosters Cycle Assn. which, originally started life as the Bay Mare Assn., is going full blast. They're responsible for the new rule change of having the three classes (remember, that was what I wished we had in the District when the recount of last year's points came up ending in the Number One plate going to another man.) Well, it was Tex Myers who presented it to the Competition Committee and that's how we got it, first a few words in print to get people thinking if they weren't already, and then requesting properly through the correct channels.

The Booster Cycle Assn. is purely a motocross club and everyone is more or less a specialist at something or other; a top rider, organizer, one who isn't afraid to work for motocross even if it's just knowing how to handle flags and sign-up properly. Some are controversial figures and I've noticed that the clubs who get into controversial situations are usually the ones who get the most done. So take your bows, Boosters. You have a rule change already this year and isn't the trophy from the District as Number One motocross club beautiful?

Another bright spot is that there's another motocross club being formed and they want to pick up some of the open dates. But of course, the motocross clubs have run into the same situation the scramblers did. Track rent. If you want to have a coronary on the spot call some of the tracks up and ask what they'd rent you the course for. Two figures recently quoted to me from clubs who wanted to throw a motocross were \$2,000 and \$1,700! Can you imagine coughing up \$1,700 and getting only a 200-rider turn-out at \$5 a head if

they were all post entry? Simple arithmetic will show you the problem right quick!

But, there's a gentleman who has been involved in some of the other racing who is sick to have seen the District hurt, and when we get this all cleared by him we'll tell who he is and if the plans go through he'll personally get a bottle of champagne from me! He has land that is still being developed and wants to run District motocrosses there at a very fair price for the clubs. He is a member of a District club himself. Not only that, he recently found out he has clay on his property and you know what that means! A TT track, kiddies! This is still in the wind, but plans could work out that we would have District motocross and scrambles running in the same park on the same day and this chap says he can get along with so many District runs per month along with his own events. He probably won't be as rich as the guys who are taking all the cream for themselves but he's not taking advantage of the work put into the sport by the District either.

I'm going to add, in no way do I lump the CMC or the ACA in with the "outlaws". In fact, a lot could be learned from both these organizations if you really want to get down to it.

During the recent uproar over professionalism by some of the skiers at the Olympic games, I'd like to bring out a very small soap box just enough to pop me up high enough for the youngsters to hear. Are any of you who ride the professional motocrosses and are still in school gung-ho for the athletic program? Thought so, because anyone who is athletic usually signs up for swimming, gymnastics, track or

football to help keep his bod in better shape for riding.

O.K. If you are seriously considering entering amateur athletics through your school program, in high school and onto college, such as in track and swimming, the AAU events, don't ride the professional motocrosses, or if you do, don't get caught. The AAU will recognize you as a professional in a sporting event. Remember the Jim Thorpe case? The AAU and Olympic Committee didn't find out about Jim's ball playing for a couple of bucks until after he had progressed up through the ranks and won his Olympic medals and cups. They promptly took them away from him.

So, if you are a serious swimmer and have thoughts, say, of swimming one day for UCLA or Stanford, don't turn professional. I know right now there's one rider who answered his school coach truthfully on this and lost his place on the team. There's another that, if his cover is blown, will be chucked out. So think about your priorities in life as related to making a few bucks when you're young. You've plenty of time to turn pro and I'd hate to see us lose some gold medals because you didn't realize that a \$10 bill you earned in a motocross rendered you ineligible to compete!

Writin'

--Stalking the Sierra Club
in front of everybody

--Where was your favorite
magazine?

By Charles Clayton

Last week I appeared on a Los Angeles TV show called "Youth and Issues." I was not invited because of my youth. I was the issue, rather, off-road motorcycling was. The youths on the panel were three members of the Sierra Club. It was the first opportunity I'd had to discuss off-road motorcycle recreation with anyone in the Sierra Club and we groped toward understanding there in the glare of the TV lights and later, after the show.

They were somewhat surprised to learn that we motorcyclists respect nature much the same as they do, that we are voluntarily quieting our machines out of consideration for others and enlightened self-interest, and that we are willing to pay for acquiring and maintaining more public land that all can enjoy.

I asked the hikers if they paid any license or fee to hike the public lands. They looked at each other; silence.

In subsequent discussions we learned that motorcyclists and the Sierra Club have more interests in common than anyone thought. It occurred to us simultaneously that we had perhaps been "used" by public land "developers" to cancel each other out, so that the pavers and bulldozers could exploit the land while we quarrelled.

What resulted from these talks may be the beginning of co-operation between the Sierra Club and motorcycle recreators. I could never see the sense of spinning our wheels over, say, Pt. Mugu when we don't want to ride there anyway. Contact your local Sierra Club Chapter for further developments.

* * *

A few days later, I found myself in Washington, D.C. as one of only two motorcycle journalists attending the annual meeting of the Motorcycle Industry Council. Larry Hester, publisher of Dealer News, was the other one.

It seems incredible to me that an event of such importance to the very livelihood of the 40-some publications devoted to motorcycling should go so thoroughly ignored by 95% of the motorcycle press. MIC is doing herculean labors on a dicky-bird budget to save this industry and sport for everyone. They need the active and financial participation of more of the companies who seem too busy mining dollars out of motorcycling to put any more money or time back into the game. The free-loaders who pay neither dues nor attention to MIC should be ashamed. In my opinion, they are cheating themselves.

This was the annual meeting that begins motorcycling's most challenging year for survival. Where was your favorite magazine?

Around.

m.o.r.e. from the capitol

By Russ Sanford

WHAT TO DO ABOUT THE PRESIDENTIAL PROCLAMA- TION

At the State level, at least in California, the composition of the Executive Branch is very comparable to the federal structure. The Governor heads the Executive Branch and appoints the Directors of the various agencies reporting to him. Within those Agencies are the Departments, such as the Department of Parks and Recreation which reports to the State Resources Agency.

My purpose in explaining the composition of the Executive Branch is to impress upon you the importance of electing the proper person to head it up. Because all of the public lands are administered and controlled by the various agencies and divisions of the Executive Branch and because the persons who head these various agencies and divisions are appointed by the Chief Executive, we stand to lose a great deal if the person who is elected Governor or President is not compatible to our cause.

LEGISLATIVE BRANCH

The members of the State Legislature or Federal Congress are elected by the persons who reside in their respective Districts. In California, the state is divided into 80 Assembly Districts and 40 Senate Districts. At election time, each voter is allowed to vote for his choice of one Assemblyman and one Senator who will represent the members of the District in which the voter resides. There are also 38 U.S. Congressional Districts in California and each has an elected representative from that Congressional District in Washington, D.C. as a member of the House of Representatives. Also, the voters in California elect two U.S. Senators, both of whom represent all of the state's residents at the federal level.

The members of the Legislative Branch of government, whether at the state or federal level, are responsible for making the laws which the Executive Branch carries out and enforces. Here again, you can recognize the importance of electing persons who are not adverse to our form of sport and recreation.

JUDICIAL BRANCH

There is little to be said regarding the Judicial Branch because some of our judges are elected and some are appointed. About all we can suggest is

that you don't vote for a "hanging judge" if the opportunity to vote is presented.

EXECUTIVE POWERS

Some of you may be asking, "Where did the President obtain the authority to issue the Proclamation that appeared in Cycle News on February 22, if it is the function of the Legislative Branch to make laws?" In answer, the Legislative Branch often grants broad powers to the Chief Executive, who in turn issues Executive Orders to the agencies and departments within the Executive Branch.

The President exercised these broad powers in directing the agencies to survey the lands under their jurisdiction and impose anti-ORV controls and regulations.

It is not likely that the Legislative Branch will withdraw any of those broad powers in this particular instance. However, the Legislative Branch may be induced through "pressure" from voters in their Districts to persuade the President that he should reconsider, or at least tread softly.

OUR ROLE EXPLAINED

If we don't want to see our form of sport and recreation killed, then each of us must express our feelings about the Presidential Proclamation to:

The President
Our U.S. Senators
The U.S. Representative from our District.

These are sample letters:

The Honorable Richard M. Nixon
President of the United States
White House
Washington, D.C. 20515

Dear Mr. President:

I have just read a copy of our Executive Order dated February 8, 1972, relative to the regulation of off-road vehicles on public lands. I feel that you should know that I disagree with your position for these reasons:

1. (State your reasons in your own words.)
- 2.
- 3.
- etc.

It is my sincere request, as a registered voter, that you consider your proclamation and provide for, rather than prohibit, our form of recreation.

Respectfully,
John Doe
1234 Main Street
Podunk, CA

(Please turn to page 15)

EVEL SETS INDOOR RECORD, BREAKS ANKLE

By W. H. Spencer
SAN FRANCISCO, CAL., Mar. 3, 1972
— At 10:34, Pacific Standard Time on this cool and foggy evening, Evel Knievel, one of the world's great stuntman attempted a new indoor world's record leap of 15 cars. He was nearly successful.

In 1970, at the Cow Palace in conjunction with an indoor motorcycle event, Knievel made 11 cars and made it look easy, which it wasn't, not by any means. Ramp to ramp jumping has so many variables that when the jump is made, it looks easy, but everything has to be working for you to make it good. Last night, everything was just that way. Knievel's decision to make two jumps in two nights was done so that he might get everything in order for the attempt on the record and to help pay the mammoth expense of carting his entourage around.

For the Thursday night affair, things went as smoothly as the fine silk shirts he wears at press conferences. His Harley-Davidson ran well and the jump was a complete success. He had a good start, his trajectory was right on and the landing was superb. The twelve cars was his new record for the Palace and pleased both himself and the 3100 spectators attending that night.

How many of those came back for the next night's performance is not known, but the crowd approached 9,000. It might have been more but the seating capacity was not as great as it was in 1970 when a standing room only crowd of 12,000 filled the arena and more than 4,000 were turned away.

The evening's activities included a midget auto race, but the people had come to see Evel. After the ramps were set up and all was in place, the master entered the arena amidst terrific applause. When he had caught the audience with his dialogue, the scene was set, and Knievel was in complete charge. Knievel tells it like it is. He has no PR man or hired promoters to do his talking for him. When he says something, it's straight from Evel.

Although mention was made of Super Joe Einhorn and his jump of 15



Evel in his classic form. Moments later, the death wobble, which is always less for Evel.

cars back in December, no derogatory remark was made about Joe, just a friendly "good luck". Back in November, Super Joe answered a challenge set up by Evel where there would be a match jump with \$25,000 posted by each rider, winner take all. While the likelihood of that ever happening is slight Evel stated that if he didn't make tonight's jump, he would give Joe the \$25,000.

Evel Knievel took a lot of extra runs before giving the thumbs up signal. In one of the practices, he hit the take-off ramp with a footpeg and nearly dumped. He shook that off with some wheel stands and stands on the seat that really got the public up. By the time he gave the thumbs up sign, the people were nearly in a frenzy.

Knievel's set up for this jump was

about 180 degrees different from what anybody else had ever done. He was to start from on top of the grandstand, ride down a toboggan chute between rows of seats to the arena floor, then up and over to land and brake going out the front exit into the parking lot. A novel approach and one that appeared to be technically sound.

As he rode up the ramp for his final look-see, he appeared quite confident. The down hill run seemed good, and the throaty roar of the Sportster was loud and clear. Up the ramp was straight and true and the angle of trajectory seemed right on.

It wasn't. He was going too fast and on landing the bike was hiked up too far. The tremendous load on the shocks and tires was too much and when he got the two wheels on the ground, he was in

a death wobble. That he managed to save it as much as he did is a miracle. He dumped, and the crowd went crazy. They jumped the fence, and in almost no time, the great stuntman was helped back into the arena to talk. Although it was later found that he had broken his ankle, his attitude was great and the people showed their approval by giving him a long standing ovation. He remarked that he had made too many practices and then stated that if he could be invited back sometime, "I'll come back and do 17 cars if it kills me." With that he was assisted off the arena floor, still under his own power.

Whatever comes of the challenge and the money will be yet another chapter in the life of the world's greatest stuntman, Evel Knievel.

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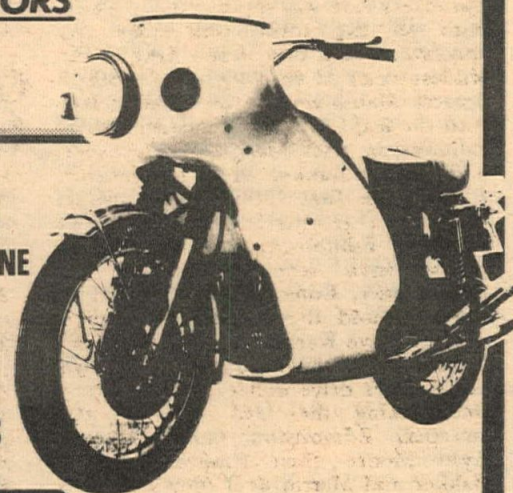
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High flyer for the day was Dave Lewis, shown here trying to sail over Pat McCaul (20S).

Bill Landsborough Wants All Four

By Bill Spencer
FREMONT, CAL., Feb. 27, 1972 — Warm temperatures and dry breezes greeted nearly 300 Bay Area scrambles riders for the second running of Fremont Raceway's winter scrambles series and it was definitely not a rough winter scrambles. The track was smooth, mostly, and dry. Those riders that had been watching the weather knew that when it doesn't rain for four weeks, it's time to get out the K-70's and go flat-tracking.

With all the dry weather, the guys running for the top black plate were on hand and it in each division of Experts, it was the black plate riders that went home with the brass and the points. The man with the mostest for today's run was once again, Dennis Spence. Dennis got two great starts in the 250 Expert race and led it from wire to wire. Mike Van Lienden was running in third at the onset but he got into an altercation with Craig Michie that left both lying on the ground when Craig's Bultaco came out of gear going into a tight left hander.

While Van Lienden didn't get any points in the 250 run he wiped out the field in the 500 with a good win over Larry Drew. The race shaped up to be a one-way battle between Steve Foster and his Astrodome trained Jack Lancaster Bandido, but in Steve's own inimitable way, relegated himself to a third place finish after a bad bobble.

Another veteran turning in the wins is Glen Hall on a 350 Honda. Glen won the 500 Junior affair after a slight bump into Ernie Vick. The Honda survived best and "Lying" Ernie was forced to keep his distance in second.

The Sanchez brothers' Mexican racing team did its things once again in the 650 Junior division. Raul and Henry

fought the six-lap Main out and kept the rest of the troops at bay to win by wide margins. While they are great at this TT racing stuff, if they keep it up, they will have to do it against the Experts.

In the 650 Expert bash, it was Bill Landsborough on the Selby BSA coming in with the wire to wire win. Landsborough is one of the few riders in the district that carries a variety of classifications for each type of racing. The District now has four ratings, Scrambles, Motocross, Hillclimb and Enduro. Bill is an Expert in Scrambles and Hillclimb and has a great desire to be an Expert all the way across the slate. Not to many of those guys around though. The sport is a very specialized one and concentrating on one is a necessity.

(Results on page 32)

Track Stays Despite Wind

By Mike Hanson
SUNNYSIDE, WASH., Feb. 27, 1972 — A strong wind just about blew the track away at the motocross today.

The high winds and biting sand didn't slow any of the riders, especially in the Open class. Glen Lowrie, riding a Maico, charged hard in all three motos to come up first for the day. Don McIntire, on a Yamaha, battled with Lowrie in every race, but had to settle for second. Ron Kroger was third and Verne Simmons was fourth, both on Maicos.

Also, contrary to popular belief, there will be another race in two weeks, despite the unfounded rumors that the track was blown away.

(Results on page 32)

Sprockets Park Packed with Action

By Sportphoto
BAKERSFIELD, CAL., Feb. 20, 1972 — In spite (or perhaps, because) of a very slippery track, the racing at Sprockets Park was super action packed, with all the thrills and spills any spectator could ever desire. One of the wildest races of the day was the 500cc Expert Main, where Jon Shaffer leapt into the lead with Sparky Edmonston, Jack Martin, Mike Keener, and Harvey Bakker all in hot pursuit. Exiting the first turn, Keener got an unbelievable drive and slammed between Edmonston and Martin to move into second. Entering the right-hander, Edmonston attempted to move around the outside of Keener, only to have Keener slip out into him, knocking him back to fifth. Lap two saw Keener drive under Shaffer in turn one, taking the lead, then in the sweeper, Edmonston moved around Lyle Moore then slipped between Bakker and Martin as if they were tied to a post. Again on lap three, Edmonston attempted to pass Keener on the outside of the right-hander, and once again Keener slipped out to block, this time edging Edmonston clear off the track! Out into the soft stuff, Edmonston had his engine load up, putting him out of the hunt. At the checkered, the order was Keener, Bakker, Martin, Moore and Shaffer.

Stan Sweaney charged right into the lead of the 500cc Junior Main, followed by Ken Land, Jay Davis, Randy Gafner and Bill Payne. The right-hander was total confusion as everyone seemed to get there at the same time. Exiting the turn, the order was now Sweaney, Payne, Gafner, Davis and Land. Payne seems to have the right-hander wired, as on lap two, he zapped Sweaney there to take the lead. On lap three, Davis

overdid it into the right-hander and went over the berm, then Gafner got around Sweaney in the sweeper to take second. The order at the finish was Payne, Gafner, Sweaney, Land and Davis.

(Results on page 32)

Gary Kapus had a bad day

By N. A. Williams
WOODLAND, WASH., Feb. 27, 1972 — Gary Kapus (Yam) had a bad day at Woodland.

Gary won his heat races in both the 250 and 360 classes but then the trouble started, just after his win in the 250 Trophy Dash.

Gary had to drop out of the 360 dash and had bike trouble in the 250 A Main and was out of that race. He did get back on the track for the 360 A Main and held the lead for four laps, then lost it to Bill Ehrens.

Ehrens has had a good season and today added a 360 Trophy Dash win, A Main first (360) and a second place in the 250 A Main.

Don Dodge (Kaw) collected three more trophies with a 100 Trophy Dash win, 100 A Main first and a second in the 200 A Main.

Don also rode in the 250 class this time and finished second in the dash and went down in the A Main.

The Open class was sort of an upset as Jim Herschback (Suz) had trouble all day and dropped out of the events.

C-Z mounted Kent Fackrell took the win in his heat race and did a repeat to win the Trophy Dash. He had a battle with Bill Nobel (Hon) in the A Main. Nobel dropped back late in the race and Fackrell collected the win.

(Results on page 32)

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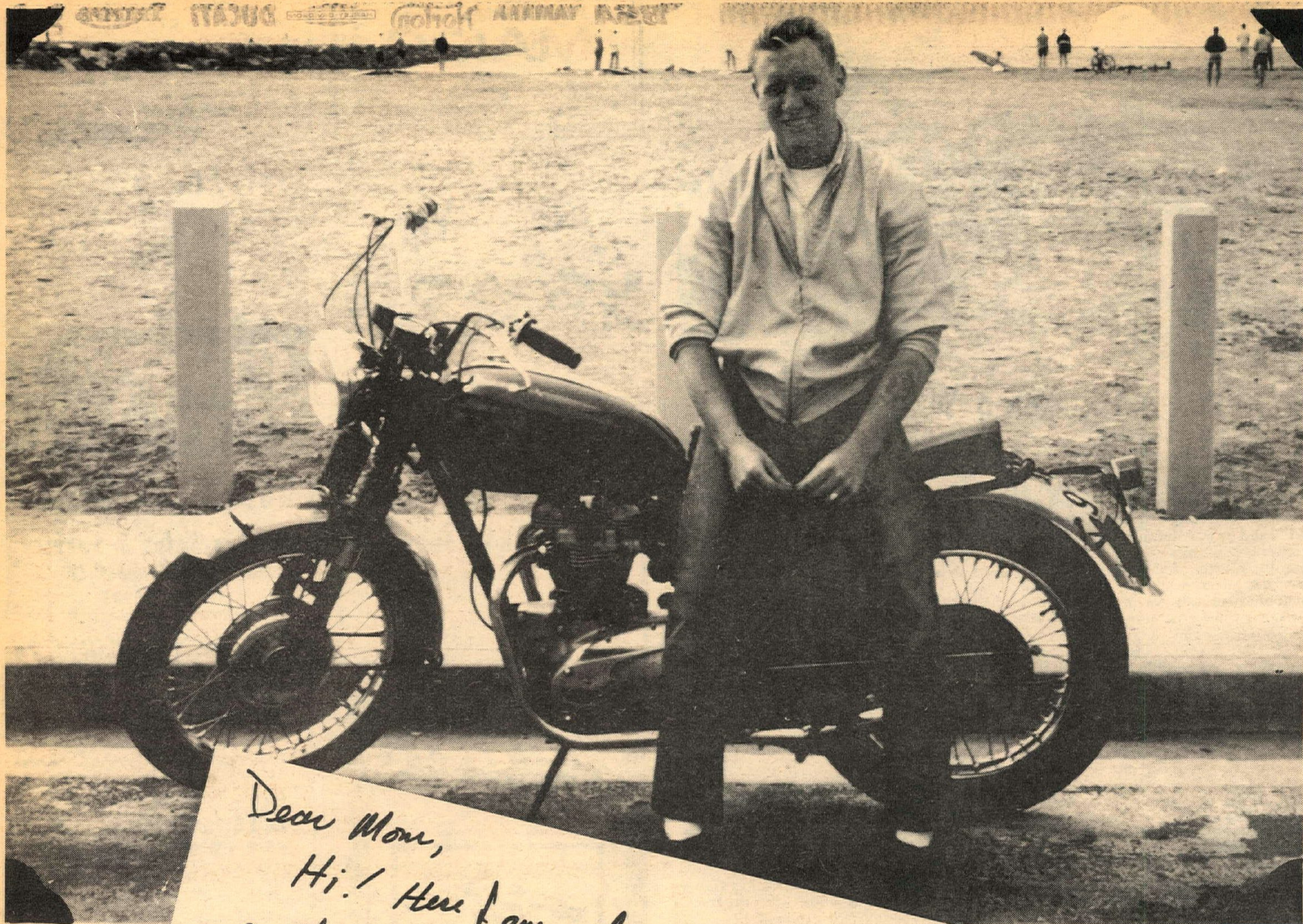
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Greg Hubbs of Nevada City, Calif., wins many unpublicized races in Northern California. He gets out in front early and the moto's over. He was the best rider of the day at Clear Lake.



A pair of winners on 500 Maicos lead their class in the second moto: Expert Jim Saitone (15) and Amateur Bill Ranier (227F).



Greg Hubbs takes that lead. Following is Bill Verbisco (29G) and Darrel Courtright (49H).

"The most beautiful track in the state."

By Bruce C. Young

CLEAR LAKE, CAL., Feb. 26, 1972 — The Clear Lake Motorcycle Club came up with a perfect combination of fine weather and the most beautiful race track in the state of California. The track was laid out over hill and dale with water crossing and all. The comments of all those in attendance said that this was a real motocross track indeed.

Greg Hubbs stole the riding show with a runaway in each of the 30 minute motos to take a beautiful win in the 250 Expert class. Ray Atkinson and Darrell Courtright had a real battle to keep Greg Hubbs at the end of each moto, but they did end up with second and third place respectively.

Rick Clements rode a great race to win the 125 Am/Ex and right on his tail charging all the time was another Penton rider Mike McGowen who finished second overall.

125 Amateur riders really had their work cut out for themselves trying to keep up with the Experts, but a couple of the boys did a fine job and ended up with part of the brass. First overall was Jeff Sutton on the Lakeside Honda and the Flying Milkman, Steve Doll,

collected second on his Bultaco.

Rick Nelson from the Dirt Diggers North M.C. did a fine job in the 100 Novice class to take the big win with a large lead in each moto.

Rick Golde (Pen) of Gene's Automotive took the win in the 125 Novice class to show that age makes a big difference in the 20 minute motos. The riders that ended up next best, all stated that they wished they had started racing a lot sooner so they could have kept up the pace of the young rider.

Nick Sturgeon (Mai) won the Open Novice class with speedway star Bouncin' Benny McDaniel finishing second. Benny did live up to his nickname by testing the dirt several times in each moto only to bounce right back up and charge on to second overall.

The most spectacular races of the day were in the Open Am/Ex. class. This track was well suited to the big bikes and these riders really did their best to use it. The overall winner in the Expert class was super racer Jim Saitone (Mai). Charging right behind him was the Open Amateur class winner Bill Rainer (Mai). (Results on page 32)

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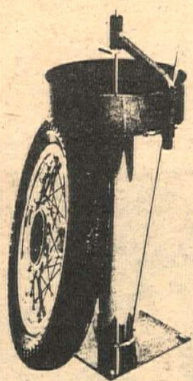
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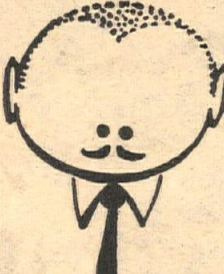
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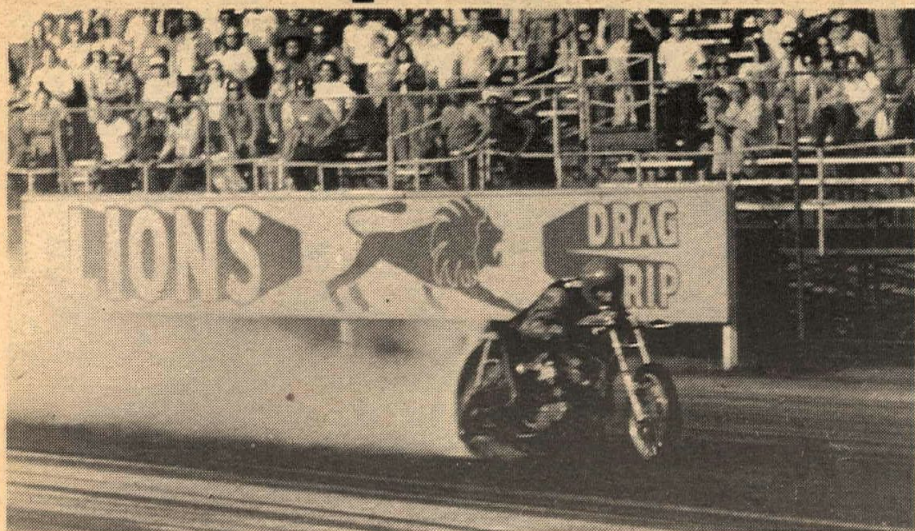
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Smith Tops 1320 Meet at Lions



Smoking up the 1320.

By Keith Arnold
WILMINGTON, CAL., Mar. 4 & 5, 1972 — The action was incredible at the Hog Bike/NHRA National Drag races with records being smashed right and left. Top fuel couldn't get the traction but the gas, modified, and street classes were rewriting the record book on every run.

Biggest upset of the meet was in the Top Gas final, when the '2 by 4' was beaten after lowering the national record from 9.99 at 139, to 9.54 and 146-plus mph. Harley riders are talking about putting two big-inch Sportsters in one frame and having a go at the great Action Four twin-engined Honda.

The top fuel class easily had the best and wildest racing ever seen on the West Coast. The quickest qualifier was the little Idaho potato farmer Leo Payne with a very good 9.18.

The first round of competition pitted Leo Payne against Danny Johnson. Payne took the win with a 9.25-141.28 blast. Next up was Boris Murray against H-D-mounted Stadler with Murray taking the win at a slow 9.81 and 166.97. On that run, Murray smoked it the way he is known for but it was a wasted effort as his competition broke.

First up in the second round was fairing-equipped Dave Campos versus Larry Welch. Welch got the early lead and held it all the way, looking back twice to make sure that Campos stayed in place.

Two good friends were out to do each other in next. Payne and his 84-inch H-D and Boris Murray and the fairing-fitted 90-inch Triumph. Leo came out of the hole with very little smoke and lots of traction while Murray smoked it. At the end it was Payne with a quick 9.25-141.28 to Boris' less timely but much faster 168.22, fast time of the meet.

Joe Smith came to do battle with a man named Culp. Smith set low ET of the meet at 9.08 as Culp went up in smoke.

Clem Johnson's man Jim Lienweber was paired up with Bill Chambers. Both bikes went wild and Jim crossed the center line. Lienweber blew a hole in the heads of the Vincent. Both of them! Chambers had a brand new bike and misaligned a slick.

The semi-final round of Top Fuel was now on the line and ready to go for the eight-second barrier. Leo Payne and his H-D vs. the Triumph of Larry Welch. Welch came out of the hole strong but was a little behind when Payne did a giant wheelie number and had to shut off. Welch went right on but Leo hadn't quit yet. Back on the throttle and up came the front wheel again! Larry then took the win at 9.65 and 152.28, to Leo's 10.52-113.49.

Second half of the semi pitted Smith against Chambers. Smith had his usual smooth and smokless run but Chambers finally had his bike dialed in. Bill was driving hard when his slick wore through to the cords and there went his traction. Smith-9.21, Chambers-11.06 and 148.76.

The final round of Top Gas was up and it was to be the '2 by 4' against Heidt. Bill Hahne bogged the Honda down, leaving Heidt to lead all the way down the 1320.

The final of Top Fuel would take home at least \$1000. Would "King Rat" Joe Smith take it or would the twin Triumph with Larry Welch on board come through for the win? On the line, the lights went down and Smith went through alone. A fine run at 9.35-166.66. But why the cake walk? The chain on the rear engine of Routt's double broke along with Larry Welch's heart.

There was more to the racing than Top Fuel and Gas. In the Competition Eliminator category Ron Teason took the Long Beach Honda to an 11.32-125.52 win over John Hawley (Suz) who ran 12.95 and 104.16 but red-lighted.

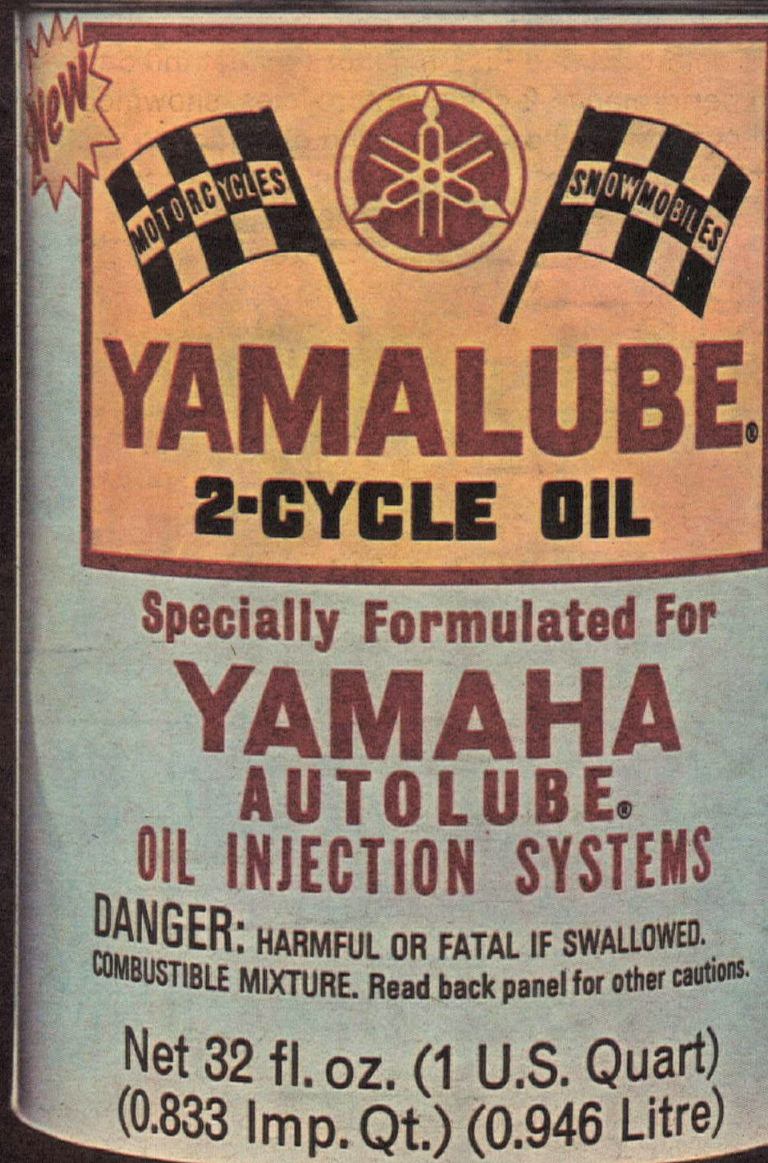
Street Eliminator fell to Grant Hannah on his Triumph three with a 11.39 and 117.80 to Dave Mishko's 11.67-117.95. To name all the new records set would take all day but some

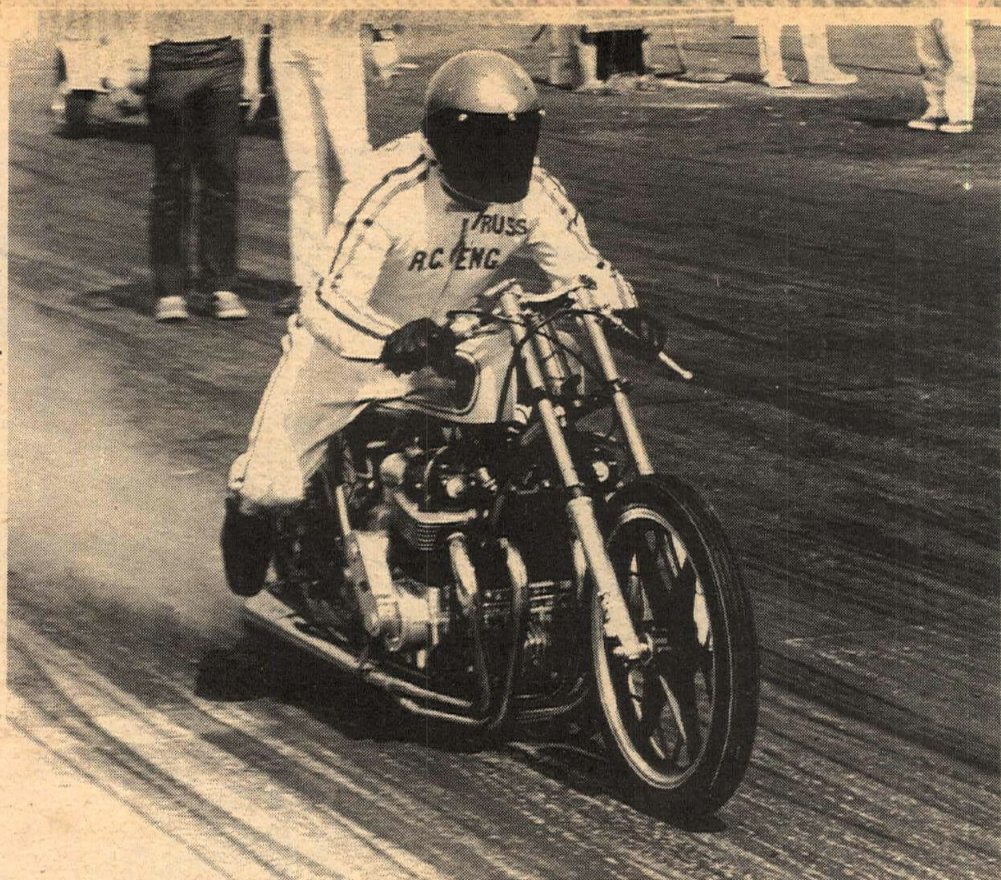


Pat Millers three-engined Yamaha 750.

of the local people that set them are: Tom Gorman (Kaw), Terry Vance (Honda 4), Action 4's Ron Teason on the Long Beach Honda drag bike, and

winning a class but not setting a record, was the Tom Gorman's wife "Bakersfield" Millie Gorman (Results on page 32)





Russ of R.C. Engineering sits bow-legged on his Honda 4.



Newly-elected MIC President Tom Heininger passes out free Gatorade at the German ISDT a couple of years back.

AT ANNUAL MEETING

Heininger MIC Prexy

On the first Wednesday in March, as specified by the bylaws, the Motorcycle Industry Council duly met in Washington, D.C. and elected a Board of

Directors for the coming year.

Out went four old directors (of 12) and in went four new. Tom Heininger of Webco, Inc. was elected president after close balloting. Heininger's election was seen as a victory for the associate (dealer) members. In addition, two dealers, Ted Evans of California and Bob Myers of Maryland won seats on the board.

The new board of MIC consists of appointees John Harley (H-D), Willie Tokishi (Honda), Eugene Colman (BSA, Inc.), Ed Burke (Yamaha), R. Orth (Suzuki) and A. Masek (Kawasaki). The six elected from the industry members are Everett Brashner (Husqvarna), Heininger, W. Kennedy (Rex Chain), Evans, Myers and T. Cooke (First American Insurance).

MIC spent \$286,000 last year against \$262,000 income, leaving it \$24,000 in the red. "We had expected a \$50,000 loss," joked treasurer Harley, "so I guess you can say we are \$26,000 to the good!" The trade council dipped into reserves to offset the loss, leaving MIC with a net worth of \$132,000.

While directors receive no pay, and draw expenses from their respective companies, the MIC staff has to be expanded to meet the growing tasks at hand. A new Public Relations staffer, Pete Suto, was recently hired, and Executive Director Jim Potter is interviewing for the staff position of Land Use director.

During the two years of its existence, MIC work has been necessarily limited to what can be done free or very cheaply. At that, Dick Orth has obtained nearly a million dollars worth of free advertising for the noise abatement and safety campaigns, Tom Heininger's membership task forces have enlisted 1,800 associate dealers; and 3/4 million safety pamphlets, 10,000 motorcycle park planning guidelines and a quantity of motorcycle driver education aids have been distributed.

Faced with a two-pronged threat to road and off-road motorcycling in the form of no-fault insurance and the President's ORV proclamation, the MIC shifted to a higher gear, ordered the completion of the Motorcycle Trails Planning and Management guidelines within 90 days, (to beat the President's deadline) and, after long debate, resolved to strive for exemption of motorcyclists from no-fault until its effects have been studied. Delaware dealers testified that they were put out of business by that state's no-fault rates.

On the debit side of the record, MIC's lobbying efforts in the Nation's capitol have been largely ineffective. More staff and more budget is needed, but manufacturer and distributor support is still being withheld on the part of certain large companies who feel that 1/10 of one percent of their sales is too much dues. One distributor, which did 11 million dollars business last year, said that \$11,000 was too much for him. That would almost pay the salary of the desperately-needed land use lobbyist.

Privately, one MIC member, Cosmopolitan Motors, distributors of Benelli motorcycles, Pirelli tires and Cosmo accessories, offered to give sales benefits to any member of the "Motorcycle Trail Patrol" hopefully soon to be established by the AMA. It is expected that other businesses will follow suit.

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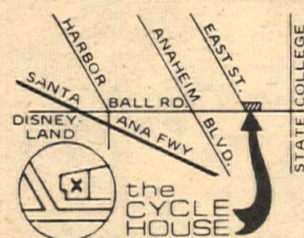
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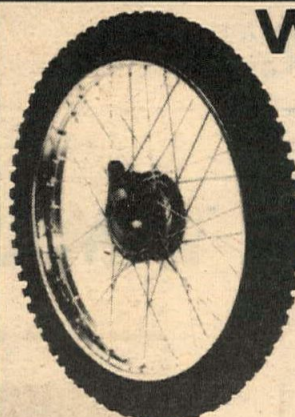
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SHOWING

By Rich Hoffman
IRVINE, CAL., Mar. 5, 1972 — It was Mike Runyard's day at the CMC motocross at Saddleback Park. Runyard looked professional today on his super-quick Montesa, winning both 20 minute motos in the 250 Expert Division 2.

In each moto it was Morris Malone (AJS) leading the pack into the first corner, but in both races Morris couldn't keep it all together and Runyard took the lead. Once in front Runyard pulled steadily away leaving Jon Derhammer (CZ), Gaylon Mosier (Mai) and Malone fighting it out for second.

In the second moto, while Runyard was pulling away, Derhammer and Malone traded their second place positions three times with Derhammer coming out on top and second overall for the day.

The 500 Expert division was won by Gary Harris (Hus) although it was no easy task as Dave Smith (Mai) stormed to an early lead and looked like a sure winner. Harris steadily worked his way towards the leader and got by in the late laps for his second win of the day and first overall.

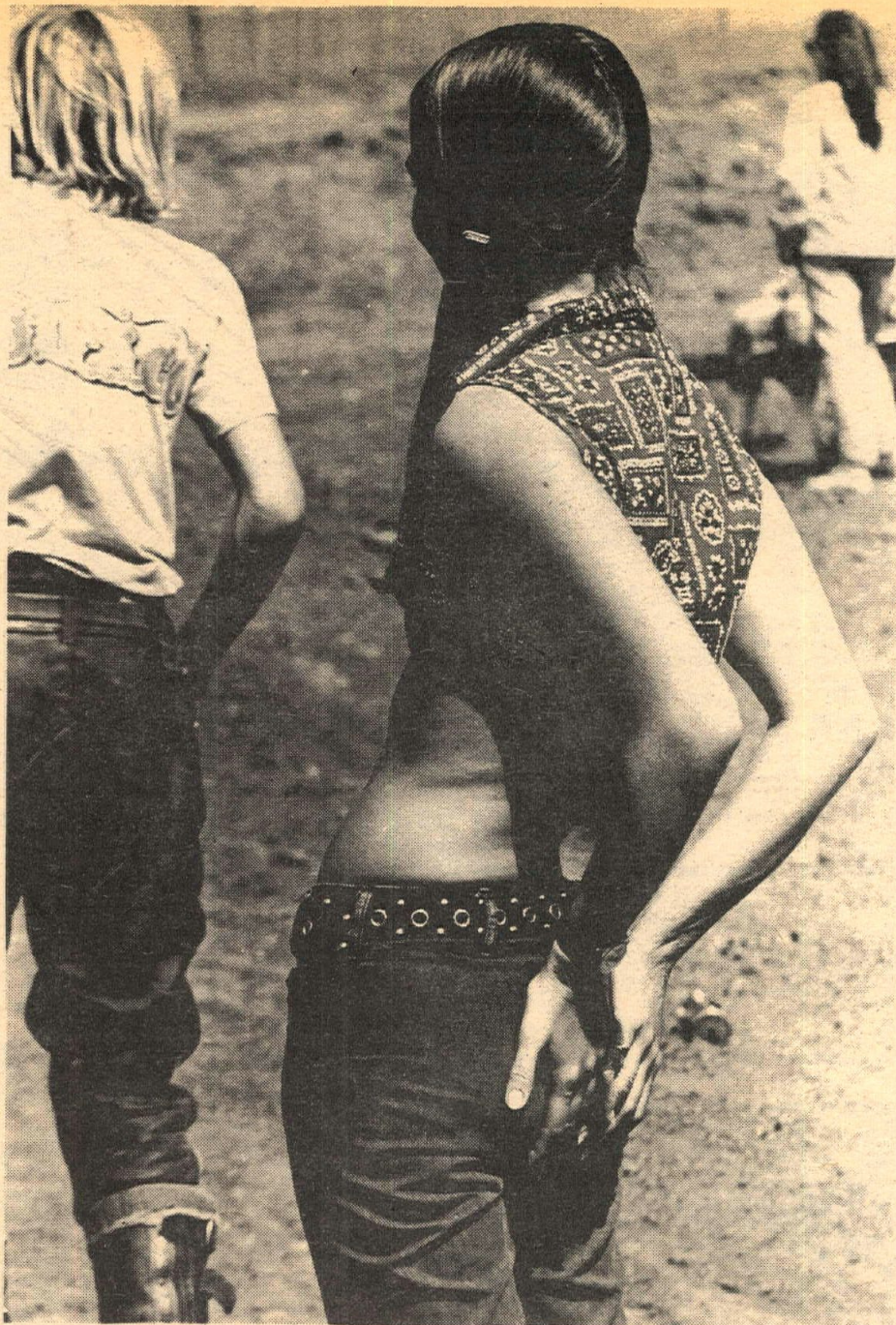
Marty Tripes' little brother Mike won his division today with a first and two seconds. Mike not only looked and rode well, but played it smart, settling for a second in the last moto, for first overall for the day. Several spectators commented that Mike rides just like brother Marty did two years ago.

It would be hard to mention each winner in today's races, but three riders not only won their division but did it in a clean sweep. Those riders were R. Ruckman (Pen), 125 Jr. Div. I, J. Maeda (Bul), 125 Jr. Div. III and G. Griffing (Mai) in the 500 Juniors.

(Results on page 32)

AMXT CONTRIBUTORS

WILLIAM J. McCOMB JR., Philadelphia, Pa.; J. WM. SERFOZO, Phillipsburg, N.J.; GARY McCOURT, Fairfax, CA; ROBERT A. SCHNEIDER II, Lawrence, Kans.; MR. B.J. LaRUE, No. Highlands, Calif.; JOEY GREENE, Hickory, N.C.; DAVE DELLINGER, McMinnville, Ore.; JIM RIORDAN, San Jose, Calif.; BILLY GREEN, Antioch, Calif.; JACK G. VERVEER, APO New York, N.Y.; DAVE MUNGENAST, St. Louis, Mo.; JOHN M. LENCI, Virginia, Minn.; JOHN MONAHAN JR., Hallandale, Fla.



Some of those jumps hurt!

AMC Opens

By Rich Hoffman
ORANGE, CAL., Mar. 4, 1972 — The American Motocross Club Inc. held their first race today at Saddleback Park. The race was held on a brand new motocross track and everyone agreed that both the A.M.C. and Saddleback's new motocross track were a giant success.

The A.M.C. is somewhat different than most of the other organizations that race in southern California. It was started by a group of "Fun Riders" who didn't care to race with 400 Experts. All A.M.C. races will be held on Saturdays. "It is a non-profit organization with all money being returned to members in trophy prizes or club expenses". As an example there was a free school today with the "Flyin' Hawaiian" John DeSoto doing the teaching. By the way, John gets an "A" for his efforts. There were also door prizes for the riders donated by John DeSoto and K&N Engineering.

With about 100 entries the racing was over early with trophies given out after the racing. There was a total of 50 trophies handed out in 12 divisions. Winners even found that there was a trophy girl to give out the gold.

(Results on page 32)

NGK PLUGS DAYTONA 200 PURSE

Award money covers the first five places in the Expert class, and in the Expert Junior Lightweight and Junior class. NGK will also award prize money to the first three Novice class finishers.

NGK prize awards will range from \$1000 for first in Expert class, to \$300 and \$150 for winners in Junior and Novice classes.

MALMBORG IN PLANO

SCARSDALE, N.Y., Feb. 21, 1972 — F. Jack Mankey, Director of Meetings for the National Wholesale Druggists' Association for the past 16 years, today announced his resignation from the Association effective March 15, 1972, following the close of the 1972 Pharmaceutical Conference and Trade Show.

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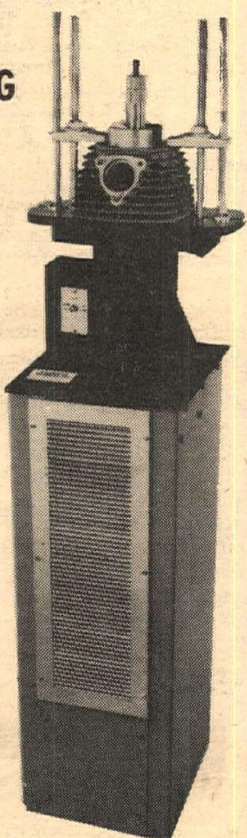
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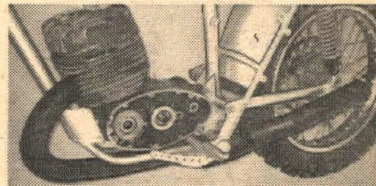
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SCENE

By Peter White

australian speedway

SYDNEY, AUSTRALIA — After three successive defeats by selected local teams at Liverpool (NSW), Rowley Park (South Australia) and again at Liverpool, the six-man American Speedway Team currently touring Australia hit back at the Sydney Showground on Saturday night to draw 36-36 in a special 12 heat match.

The Americans quickly settled on the big third of a mile track and looked far more comfortable than at their earlier appearances. To date the young Californians have been performing as well as their capabilities allow, considering their lack of experience in international speedway.

Gradually, as they lose their Costa Mesa small track habits, they are developing sound speedway styles and by the end of this Down Under campaign they should shape as far more formidable opponents.

The Showground match was a near thing with the Americans unlucky not to win.

Six man Royale team of Jim Airey, John Langfield, George Hunter (Scotland), John Bowerman, Pat Fernance and Graham Mangnall were superior in the heat leader department but the Americans continually picked up the minor placings.

Hunter flew across from Perth after riding for Britain in the Tests against Australia (which Great Britain won by four matches to three) to ride in several 'open' meetings in Sydney before returning home for the new English season.

On paper, the Showground select seemed assured of a runaway victory but the Yanks sprang a real surprise, especially in view of the fact that they were wary of the track prior to the meeting. It was here that their manager Chuck Jones crashed in 1969 and sustained severe spinal injuries which sadly cut short his racing career.

Only American to have ridden the track previously was the team's most accomplished speedway rider, DeWayne

Keeter, who toured with Jones in the summer of 1968-69 and subsequently spent a successful stint with the Leicester Lions First Division team in England.

Keeter again showed his international speedway potential — he has tons of latent ability if only he'd stuck at it regularly — by scoring nine points. He defeated Hunter and Bowerman (both Test riders for Britain and Australia respectively) but was in turn beaten by Airey and Langfield.

Tops for USA was big Mike Konle who rode excellently for 10 points. Bill Cody, who had been the star of the side in earlier meetings, again impressed with eight points. Steve and Mike Bast also got stuck in and were worth more than their scores show.

Sonny Nutter proved the match-saver for the visitors when he pulled off a heat-stopping ride around the concrete fence on the pit corner in the last heat to pipe Showground rider John Bowerman for third place point. Konle rode brilliantly to win the race from George Hunter.

Before the heat America needed a 402 to draw and Konle and Nutter delivered the goods to a standing ovation from the big crowd.

The Americans took a two-point lead after the third heat, then increased their advantage to four points as the Showground second strings struggled. However, machine failure for Mike Bast in heat 9 thwarted their bold bid.

Showground experts Langfield (12) and Airey (9) were in top form and went through the card undefeated except for Airey's plug failure when leading Cody and Mike Bast in heat four.

Racing throughout the match was first class and full credit is due to the fighting Americans.

Airey easily won the top scorers' race from Langfield, Konle and Keeter.

The Americans have one more meeting in Australia before moving on to New Zealand for a short tour.

CYCLE EXTRAVAGANZA SET FOR COW PALACE

For five days during the first of April, San Francisco will be the scene of the biggest motorcycle extravaganza ever held in the country, according to the producers. Scheduled for the San Francisco Cow Palace, April 5th through 9th, International Sport Cycle Expositions, Inc., will be hosting two nights of Speedway racing, two evenings of short track, an afternoon of mini bike races, an invitational professional short track program, and five days of Trials competition. As if this were not enough, I.S.C.E. is combining this giant undertaking with their sixth annual all-motorcycle show, Cycle '72!

Utilizing the South Exhibit Hall of the Cow Palace for additional exhibit space, I.S.C.E. will be filling the Main Arena with dirt for all the races, as well as the Trials course, which will be located in the infield area of the track. The Speedway races on the first two evenings will be coordinated by Harry Oxley, promoter of the Orange County Fairgrounds races in Southern California. The indoor Speedway will be a first for the Bay Area and Oxley has commitments from such aces as Rick Woods, Sonny Nutter, and Mike and Steve Bast.

The A.M.A. short track racing, including the full program on closing day, will be supervised by Trippe-Cox Associates, promoters of three 1972 A.M.A. Nationals and the Carlsbad Trans A.M.A. motocross.

The Trials, sponsored by the Spanish government, has been entitled the "Spanish Cup Trials" due to the beautifully engraved silver trophy the San Francisco consulate had manufactured in Spain. Four days of competition will determine finalists, who are scheduled to compete during intermissions in the closing day short track.

Nationally ranked A.M.A. Experts of the highest caliber will be sought for the "San Francisco Invitational" race on April 9. Plans call for the selection of a limited number of top Experts for the big race with winners of the previous evenings' races qualifying for the balance of the field. The final format is currently being considered by the A.M.A., through Trippe-Cox Associates,

and I.S.C.E. hopes to announce the exact procedures in the near future.

Add all of these spectator attracting activities to the largest show in the country that features motorcycles only, and it should be ranked as the biggest cycle affair held anywhere.

The show alone drew over 57,000 last year, its first outing at the Cow Palace, and only ran for four days. With an extra day added, and all the new racing action scheduled, this year's show attendance should be considerably larger.

Cycle magazine will be sponsoring the racing theatre, an annual feature of the San Francisco show, and I.S.C.E. plans to have all the latest film in the country regarding motorcycle racing incorporated in the continuous showings. Three films made their debut at the show last year, thanks to the sponsorship of Cycle, and no film in the program was over one year old.

A record number of exhibits are expected by showtime, including privately entered antiques, classics, racers and customs, as well as commercial displays of all the latest in 1972 models and accessories. American Honda Motor Company has planned one of the largest exhibits confirmed for the show, displaying their latest models, and will be joined by other major manufacturers, club exhibits, private individuals, motorcycle novelty concessions, and many others.

Additional information on the five day spectacular, such as exhibitor kits, entry forms for show bikes, ticket information for the show as well as the April 9th race, and other details can be obtained by writing I.S.C.E., P.O. Box 5945, San Francisco, California, 94104.

1972 BLUE BOOK OUT
 The 20th edition of the official Motorcycle & Scooter Blue Book published by Hap Jones is now available. This is the only price book recognized by the entire motorcycle industry.

The Blue Book is available only to authorized motorcycle and scooter dealers, financial and banking institutions, and insurance companies. The price is \$2 postpaid and requests must be made on a firm's letterhead. Write to Motorcycle & Scooter Blue Book, P.O. Box 3068, San Francisco, Ca. 94119.

AMA Supports Proclamation

American Motorcycle Association Executive Director Russel E. March has announced AMA support for the Executive Order issued by President Richard M. Nixon February 8 regarding use of recreational vehicles on public land. March's announcement followed AMA Executive Committee deliberation in a meeting in Pittsburgh, Pennsylvania February 10.

March stated, "On behalf of our membership of nearly 140,000 responsible motorcycle enthusiasts, we would like to pledge full cooperation to the various cabinet members named by the President in his Executive Order. We are greatly encouraged that the administration has recognized motorcycling and other forms of motorized off-road recreation as a legitimate pastime enjoyed by more than 5,000,000 American families, and we fully agree that proper guidelines for use of these vehicles on public land should be established on the federal level."

Commenting on American

Lackey Smokes on 'Saki Again

By John Grout

VALENCIA, CAL., Mar. 5, 1972 — Brad Lackey again rolled out the Kawasaki with which he hopes to *whup* the world! And once again he flew to a grand slam, three straight wins, during today's professional motocross for the Open machinery at Indian Dunes Park.

While mounted in the saddle of the new proto Kawi, a bike which its pilot has said is the "swiftest two-wheeler" he's ever straddled, Lackey latched onto a field of rapidos, among which were Eddie Cole, Mike Todd, Steve Rauch, Lynn Stokely, Dick Franklingand, Tom Simpson (any of whom can really rattle when the chips are squarely in the center of the table) and whistled his way to, seemingly, handy victories.

Though led from the starting line by Simpson in the first moto for the group, Lackey came bouncing right back. And, after Simpson's CZ tossed a chain in front of the announcing tower, Brad fought off the bids of a much-improved Cole, who was Bultaco-mounted, and found himself roaring to a "twist-the-wick-when-they're-close" win.

After the second moto for the Opens, a race which saw Lackey really bombing the berms, moving half of the Shadow Glen circuit out into the Santa Clarita river bottom, "bad" Brad split for a 45-minute bout with the Viewfinders' 500cc 'cycles. And, when he returned to motocross racing, he was twice as nasty with the assembled competitors.

Cole again tried to stay with Lackey in the third round, but it's tough to whip a machine that just keeps tossing gravel in your direction. So, Lackey got the day's overall, while Cole and Mike Todd were runners-up.

Bill Payne of the "Maico Mauler

Motorcycle Association involvement, March continued, "With our experience in land use, environmental protection, noise control, and park planning, we should be in the position to offer valuable assistance to the agencies charged with the responsibility of establishing guidelines. We have publications on noise control and land use already available, and our legislative department has been instrumental in dealing with similar problems on a local and state level. We propose to redouble these activities for the benefit of the President's new program with the intention to help establish policies that will ensure that the use of off-road vehicles on public land will result in optimum recreational use with a minimum of environmental conflict."

The AMA Executive Committee has pledged full cooperation with the Motorcycle Industry Council and other such organizations interested in supporting and helping the government agencies named by President Nixon.

Crew," returning to the Dunes after his recent injury, was rewarded with an overall victory against the professionals in the 250 division.

Although being constantly buzzed by Bryar Holcomb, Eddie Cole and Pete Lamppu, who rode his Montesa to a win in one of the heats, Payne scored a 1-2-1 record to grab the heaviest portion of the purse money.

Holcomb, also just recently removed from the hospital out-patient department, garnished second overall with Cole and Lamppu following.

Young Kenny Zahrt, by virtue of finishing 1-1-3, sailed off with high honors in the contest for 125 pros. And he did it at the expense of desert racer Terry Clark and the "Lancaster Fireball," Gary Bevans.

All three riders zipped past the finish line in blanket conclusions, during every heat for the class.

High-flying Mike McAtee scorched to three straight wins over the 100 Juniors, winning for himself not only the largest trophy for the day, but also a fully-handcrafted helmet from California Helmets in Van Nuys.

Other Junior winners included Jimmy Bauer (Bul), Rick Maricle (CZ) and Steve Harris, also CZ-mounted.

Senior victors were: Bill Sherman (CZ) who repeated his overall win from Saturday's program, and Glen Lane, who scored a hard-fought first against Pat Young.

The biggest trophies for Old Timers went to Jack Blackwell, Don Murdock and Ken Sixberry.

This Sunday's program at Indian Dunes will feature an A.C.E. motocross for Seniors, Juniors, Old Timers and Powder Puffs. The starting gate springs at 9 a.m.

(Cont'd. from page 5)

MORE

The Honorable (full name)
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Dear Senator (last name):

or
The Honorable (full name)
House of Representatives
Washington, D.C. 20515

Dear Congressman (last name):

I have just read a copy of the Executive Order date 8 February 1972, relative to the regulation of off-road vehicles on public lands. I disagree with the President for these reasons:

1. (State your reasons in your own words.)
- 2.
- 3.
- etc.

It is my sincere request, as a registered voter, that you do everything in your power to persuade the Chief Executive to reconsider his position and provide for, rather than prohibit, our form of recreation.

Respectfully,
John Doe
1234 Main Street
Podunk, CA

Your letters will be most effective if you use your own wording. Just

remember to:

1. Refer to the Executive Order of February 8, 1972.
2. List your name and address.
3. Sign the letter.
4. Address the letter to the right person. If you don't know who the Senator and Congressman are for your place of residence, residence, telephone the local Chamber of Commerce or the City/County Clerk.

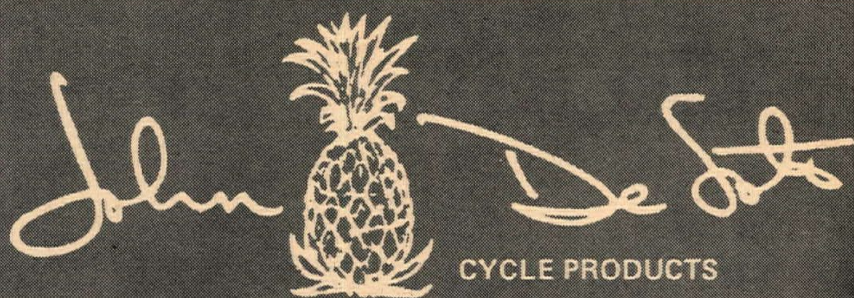
Be sure to explain why you disagree with the Presidential Proclamation. Don't be afraid to state that you are being deprived of your constitutional rights, or that as a member of the public you are entitled to use of the public lands. Feel free to state that most motorcyclists are conservation-oriented and participate in clean-up campaigns and other civic endeavors.

This may sound like a big order, but isn't it worth it to save our sport? We can beat the opposition if each and every one of us sits down, right now, and writes those three letters.

Remember, a chain is only as strong as the weakest link. Our weakest link is the guy who says, "To hell with it! My letter won't make any difference one way or the other because everybody else is going to write". To me, that's the guy who is really saying, "To hell with motorcycling".

Please send comments and inquiries to Russ Sanford, c/o M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.

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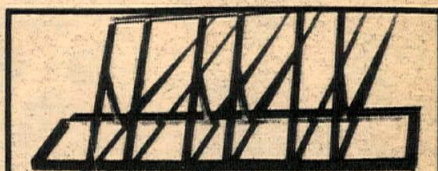
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By John Bethea

When the engines fire up Sunday at Daytona International Speedway, one sound will be somewhat of a surprise — the motor of the Tom Rockwood Triumph. Last December, the 1971 Ascot Half-Mile National winner was near death; three months later he will be racing again.

But young Rockwood doesn't call it miraculous. "The doctor didn't do anything special; he did, although, tell me to do some special exercises." Then he adds with a smile, "But, I didn't do 'em."

On a windy Monday afternoon in mid-December, traveling east out of Barstow, Calif., Tom crashed at 100 mph while testing out a brand of motor oil for Kawasaki.

"Dave Smith had left a little before me and I was trying to catch up," Tom recalls. That, plus the fact that it was getting late and the winds were rather cold, prompted the pro racer to turn the gas on.

"I was doing about a hundred and the wind kinda pushed me off into the sand shoulder." The next thing he knew he was in a hospital. Between the two recollections, Rockwood was taken to the hospital, where several vertebrae in his back were broken, internal injuries were complicating matters, and his heart and blood pressure was almost undiscernable.

Two weeks later, the body cast came off and Tom was on his own. "I've been riding as much as possible. Riding keeps you in shape, for sure."

Several weeks before Daytona, he stated, "I can go about ten minutes on my mini now before I really get tired."

When asked if that frightens him about Daytona, since it's not just a 10 minute race, he replied, "For sure it's a longer race, but you have time to rest. You get a chance to lay down on the tank — that helps. I think I'll go all the way." About winning he wasn't as positive, but his hopes still showed as he continued:

"I think the crash really helped me. Like, I think it's gonna let me go a little faster. Really. I know now what it's like to be near death; I know now what it's like to get off at 100. I think now that I can go faster."

Tom Rockwood knows what it's like to be near death



Tom Rockwood and father: he can go faster now.

Faster, perhaps, on dirt tracks, but on a road racing circuit? "For sure. Road racing is where I have to improve the most. If I can get the right equipment, I think I have a chance but I've still got a lot to learn."

On dirt, it is another story. In 1970, Tom was just clinging on to a top 20 position in the National Points race when the final third of the season came about. Dropping the weekly Ascot gig, he picked up the circuit and put on a spurt third only to Jim Rice and Gene Romero, placing him in the Top Ten at the final tally. Last year, with more intense dirt track competition, he still fared within the top 15 while winning his first and only National at Ascot.

But this year, Tom has lost a lot of ground and not only by his accident last December. Triumph has dropped all but Romero from factory sponsorship, putting him in the ranks of the privateers. "I really can't say what will happen this year," he explains. "First I've got to get a sponsor. Nothing for sure yet, but I've got a few things possible. I really don't know about Atlanta yet, but after that I'll follow the whole circuit. I want to win a dirt track back East, that's for sure. They have much better tracks back East; the West's tracks are the worst. That's my next goal. Then Number One."

Like Romero, Tom has other plans. "Yeh, I wanna get into car racing. You've got to be young to race motorcycles. There's a future in cars, but I don't want to push it like Gene is right now. Sure, if something comes along, I take it, but I'm not going to push it."

Motorcycle racing for the winners — like Tom Rockwood — is 'pushing it', however; on the track at least. Tom's personality doesn't appear to be that of one who pushes very hard. He's quiet, somewhat shy at first meeting. At age 21, though, that can be expected. But on the track he is something else.

Rumors ran rampant last December: "Tom Rockwood's dead. Got killed road-testin' a Kawasaki in the desert." Tom Rockwood is alive and well, and will be racing in Daytona Beach, Florida, on Sunday for \$30,000. After only three months.

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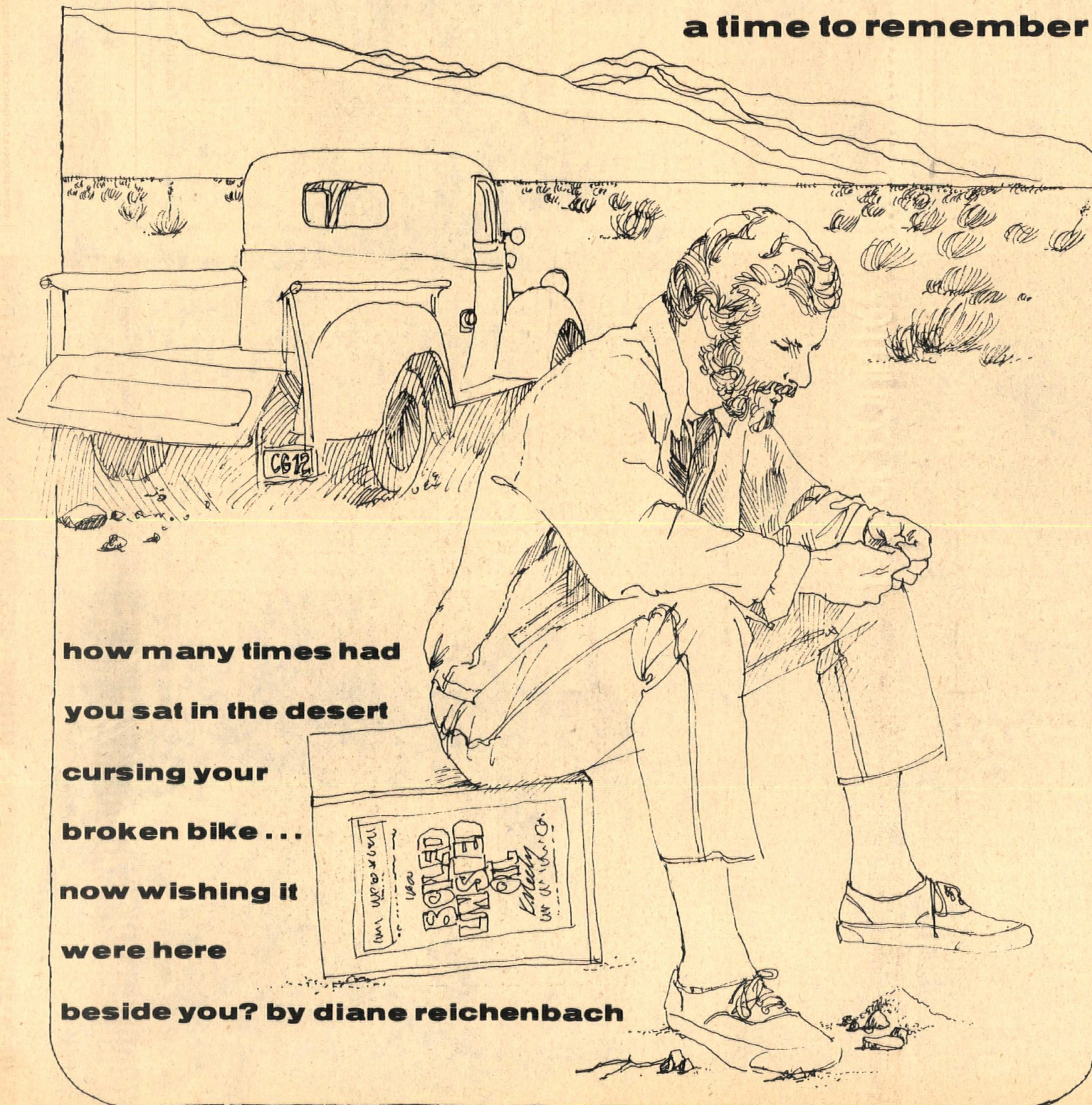
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a time to remember



how many times had

you sat in the desert

cursing your

broken bike ...

now wishing it

were here

beside you? by diane reichenbach

You park your car over to the side of the highway, get out, and look around you. The newly-strung barbed wired fence does little to spoil the desert's simple beauty. The early morning sun shines through a clear sky illuminating the mountain peaks. The brown and beige sand speckled with cactuses, bushes and rocks looks untouched, with barely a trace of tire tracks as time and nature shifts the sand. Everything is quiet except a breeze whisking a tumble weed. You never thought some day you would miss hearing that aggravating sound of the first motorcyclist to fire up his engine at daybreak.

You pry apart the barb wire and crawl through, leaving the NO TRESPASSING sign flapping as the wire snaps back in place. You look at your watch. You visualize what it was like on a Sunday morning at this time. Hundreds of people, excited and busy, coming and going in all directions. Many familiar faces that shared in your enthusiasm. And suddenly, for a minute, the noise of people and motorcycles dies as a banner is held in front of an endless line of racers. In the distance a trail of black smoke swirls to the clouds. You begin to relive the emotions. Your stomach flutters, your heart beats rapidly, your leg twitches on the kick starter. The silence might be broken by a rider yelling, "Drop it, baby!" Then the roar of engines and they're off. Each rider with his own motivation and background. Each not knowing what the day will bring. Surprises and the unexpected made racing a challenge as well as enjoyable.

You head towards an imaginary smoke-bomb, but in reality, your destiny. Passing the cactuses and boonies on foot, you remember how they were only a blur when on a motorcycle. You step across the ruts knowing that if you were riding you probably would lift the front end up, slow down, or endo. You could almost feel the beating on your body and your knees hugging the gas tank. Some times every muscle would ache, but the next Sunday you came back for more.

You walk and walk, studying the terrain and how you would maneuver your machine were you on it. Your excitement begins to mount. You pace, faster, and soon you're running...running until you're out of breath and stop to rest.

You sit down on the warm sand — your heart beating fast like you had just pushed your bike up a steep sandy hill. A turtle is slowly making its way to a rock. You envy this desert inhabiter — you gasping for breath and it just creeping like it knew it had the desert forever to cover. A rabbit quickly leaps from behind a bush. Its head turns in your direction, stops, then scurries away as if you're an intruder.

You take a fist full of sand and slowly let

it seep back to the ground. The scene, the situation seemed so familiar. How many times had you sat alone in the desert, your broken-down bike propped up next to you? Only at that time you were unhappy with your location. You cursed. You worked on your bike. You lost patience. You swore you'd never race again. You wondered when your rescuers would come to tow your broken bike and wounded pride back to the pits. And once at the pits you were already planning on better luck next Sunday.

You wish you were here now with your broken bike beside you. If only you could see other riders passing you leaving a trail of dust in the sky. If only you could see your clubs blazers flying by. If only you could hear the concerned voices of fellow riders stopping to ask, "You all right?"

You get up and start towards the mound between the big boulders. You see an old faded and shredded ribbon dangling from a bush. Out of habit you snap it from the limb and put it in your pocket. As a desert user you picked up any refuse that left a tell-tale mark that people had been there.

You're almost at the mound now and you can see a faint glimmer of metal as the sun reflects from it. It reminds you of the glittering stars on a Saturday night and the sparkling camp fire you sit around with your friends. It reminds you of the shiny pin that is placed in your hand at the finish line. Tired, sore, and proud, you finished. A crowd is there to greet the riders and sometimes a cold drink handed to you. And then the final summation of many hours you spend hashing and re-hashing a two-hour race.

Finally, you're close enough to see the metal plate you stuck in the ground like a tombstone adorning the burial site of a loved one. It's still there. Your number plate. You read the inscription you scratched on. "I hereby succumb a part of my life in the name of ecology." The desert was closed to off-road vehicles. Desert racing was dead. So you buried your bike. You knew it was silly and you were ashamed to tell anybody. But then you wonder, how many other riders had done what you did? You were confused. You loved your country because it was free, yet, you could not use your land. You knew you were breaking the law by trespassing, and burying your bike was littering. Yes. That's all your bike was now — litter.

You feel foolish but your sentiment gets the best of you. You pick a wild desert flower and drop it on the grave.

You head back to your car. At least you still have the bench-racing sessions from time to time with your old desert pals. Motorcycle life always made you feel like you were in your prime. But now, before your time, just like an old aged person, you have nothing but memories.

The Man With The Badge

By John Bethea

VALENCIA, CAL., Mar. 4-5, 1972 — The cop put on the heat and smoked everyone.

Gene Cannady tamed the sweltering heat Saturday and came through with a pair of first place finishes in the 175 Jr/Ex. and 250 Expert Grand Prix events at this weekend's Viewfinders GP at Indian Dunes.

Although the 250 was a runaway affair for Cannady, the 175 was more like a robbery chase. First Larry Watkins (DKW) jumped to the lead and began to pound out a vicious battle with Jeff Wright (Puc) until he had pulled out with engine troubles. This gave Jeff a healthy 45-second lead on the second lap with Gene in third and Terry Clark (H-D) fourth. Then, the nut on the counter-sprocket came undone and so did Jeff, plopping Cannady in the lead for the duration. Clark finished second with H-D mate Mitch Mayes third.

Clark earlier had a nifty showing in the 100 Jr/Ex. battle with Preston Petty (DKW). Nip-and-tuck most of the way, Terry eventually began to pull out to a 30-second lead at the checkered with Petty smoking out Larry Roesler (H-D) and Cordis Brooks (Hod).

Then the crowd awaited the 250 Experts and again Cannady and Wright got locked into another hot one, but this time Gene's Yamaha was ready for the chase and he turned it into a lead that Jeff couldn't overcome. Jim Fishback and Al Baker took third and fourth.

Sunday dawned just as hot as the day previous, and the racing turned out just as scorching across the Dunes. Cannady was scheduled for only one race, the 500 Experts, and he was ready for the charge; but so were a few other Suzuki riders: John DeSoto and Rich Thorwaldson.

Over the first water crossing DeSoto



Jeff Wecker was the only Junior class double winner, aceing the troops in the 250 and 500 class.

... THE VIEWFINDERS GP IN FLASHES

By Marueen Lee

Maybe the turnout wasn't as great as it should have been, but the Viewfinders do throw good GP's and this was no exception. They'd even built a neat little launching ramp at the second river crossing, the big one which could launch you beautifully into the air or drop you like a stone, depending on your riding ability.

Preston Petty (DKW), who certainly couldn't be classified as anything else than a top contender, sailed beautifully off the ramp but one time missed it. The front end slipped but he still recovered and held on to give the crowd a big thumbs down and a grin for his wobbles. A lot of the Amateurs and Experts made the ramp, a far cry from

the Novices some of who made the fateful mistake of pulling up on the handlebars which ended in an El Flippo but no one was hurt and the riders did get a nice cool bath.

Wish we had his name but No. 42 was going great as first Amateur.

Wondered who the Expert Shamrock was who was pattering along on a little Honda. An Expert going that slow? Turned out it was our District Heavyweight scrambles steward on a bike that definitely wasn't race prepared doing some scouting for his go in the Open Expert the following day on his Triumph.

The crowd was entertained by Darryl Scalla going right of the back of his C-Z into the river over that ramp

again...Jerry Hase did the same thing but he and his Yammie got a standing ovation from the crowd for the grace of their landing although in two separate heaps!

In between races and during them as per the rules the Viewfinders patrolmen were having a ball wowing the crowd as to what that ramp was really for. Jerry Burak on an immaculate 360 Greeves showed how it should be done (he's the conservative one of the two brothers) while brother Randy on another Greeves flew around with that shocking-looking Bell Star with the gorilla lips, teeshie and moustache glued on the crosspiece. At last he removed the ears and hair but admits it still scares his opposition when he's really racing.

The Powder Puffers were strung out as usual, but all made it through the river with no flops to some photographer's disappointment, the dirty guys. One girl who bought No. 21 at the last minute did a stupendous over-the-handlebars type-thing at the bottom of the mountain but refused the ambulance and made it off under her own steam.

The 500 Novices opened Sunday's racing. John McCown and his dog Kookie were doing their thing on John's Husky, both wearing club colors and Kookie as usual having a ball hanging on the tank. I'll swear there was a grin on that pooch's face every time they hit the water crossing.

It was neat to hear the pleasant sound of John Neidlinger's Beezer thumping along after all the shrieking two strokes, the rider man who obviously likes to remain an individualist in his choice of equipment.

All day long the riders shot by wearing their club colors adding much to the race spectator-wise. For easy picking out I'd have to pick three or four for the best visibility...of course the Checkers...but SoCal's blue-and-white circles on jump and helmet looked great...the Los Coyotes are in fluorescent pink and green and the Invaders in shrimp pink.

DeSoto and Thorwaldson were really having at it. The far away loudspeaker started making noises and we shot back to the pits as fast as possible to what was an unusual ending to a great race. DeSoto was down and out after a very bad crash and Rescue Three was insisting on him going to the hospital as

they suspected a broken rib and he had blood coming out of his mouth...John kept saying Rich won it, didn't he?"

Talked to John this morning, and here's his version: "Man, we were handlebar to handlebar coming around the mountains, I hit a bump and the bike went into neutral, I got it into fourth and then bounced up and hit my chin on the crossbar. I got knocked a bit silly, and hit the side of the mountain and fell down and, man, I'm black and blue and sore all over. Drove my front tooth through my lip but nothing's broken." We're glad to hear that but what a way to end such a race.



All the stars were on hand.



Gene Cannady could only be stopped once all weekend and in that (500 Expert) he took second.

Rips Off GP Gold

held the lead, an ever-so-slight one, over Thorwaldson. Cannady was churning through the muck in third with Jim Wilson (CZ) holding fourth ahead of the proto-Kawasaki rider Brad Lackey.

The parade continued throughout most of the race with DeSoto and Thor

building a tremendous gap in front of Cannady, who in turn was pulling away from Wilson and Lackey. Suddenly, John went down hard on a downhill, slowing Thor by. After a brief re-coop period, DeSoto, bloodied and in pain, remounted and scurried after Thor who, meanwhile, lost his expansion chamber.



Dave Yaryan hits the first water-crossing enroute to the Open Combined win.

second and Richard Ferrick (Bul) third.

The Viewfinders elected to go with a Powder Puff class in this GP and Joyce Soyka (Ric) bashed her feminine foes over the five mile course. Trudy Stubbs bought a number and turned it into a second place while Terri Levine (Ric) copped third.

A nasty powdery uphill which had flagmen busy all day Saturday pushing bikes and breaking up fights, was avoided Sunday when the course was changed and made a little longer.

It was just in time, because the Sidehacks came out in full force Sunday and a few flagmen said they didn't think the hacks could pull that hill. "No way!"

The team of Jim Stevens and Bob Sammer did the trick on the altered course with their Bultaco rig and pegged first. The wasp-mounted combo of John Palfreyman and Marvin Tomlinson garnered second.

Joe Rose, Jesse Goldberg and Dana Wilson slipped to the point positions of the Old Timers race and finished in that order.

Dave Yaryan (Tri) topped the final race of the two-day affair with a win in the Open Combined class. Mickey Alzola and Al Baker made it a three-way Triumph sweep in that big bore class.

The track was more than well stacked with flagmen and the other essential items which make a race good. The weather, a clue that summer is coming, left many a pale body dripping with sunburn. That the Viewfinders had a lot of red faces only meant they were doing their job very well. A great weekend, fellows and wives.

(Results on page 32)



Terry Clark pulled into the pits a happy man after the 100 Jr/Ex. race — he won.

DeSoto regained the lead and won with Thor stuck in the boonies with a DNF. This put Cannady in second, Wilson third and Lackey fourth.

On the Junior class side, Jeff Wecker, a regular at the Dunes, had his CZ working flawlessly in the 250 and 500 classes and he picked up a pair of wins. Mitch Leonard (CZ) and Randy Berkeley (Mai) tried to apply the pressure in the 250 but settled for second and third spots.

In the 500, Sherman Andrews (Hus) had a tight duel with Marshal Jennings (Mai) in the early go and wound up second to Wecker.

Steve Pinneri (Hod-100) and Bob Alderman (DKW-175) topped the Novice troops on Saturday, but the 250 Novice class is undecided. Reports say a CMC Expert was bashing over the course with that class and rumblings were heard. Until the question is resolved, results are unavailable.

Sunday's top Novice was Mike Harsh in the 500 class with Pat Young (Mai)

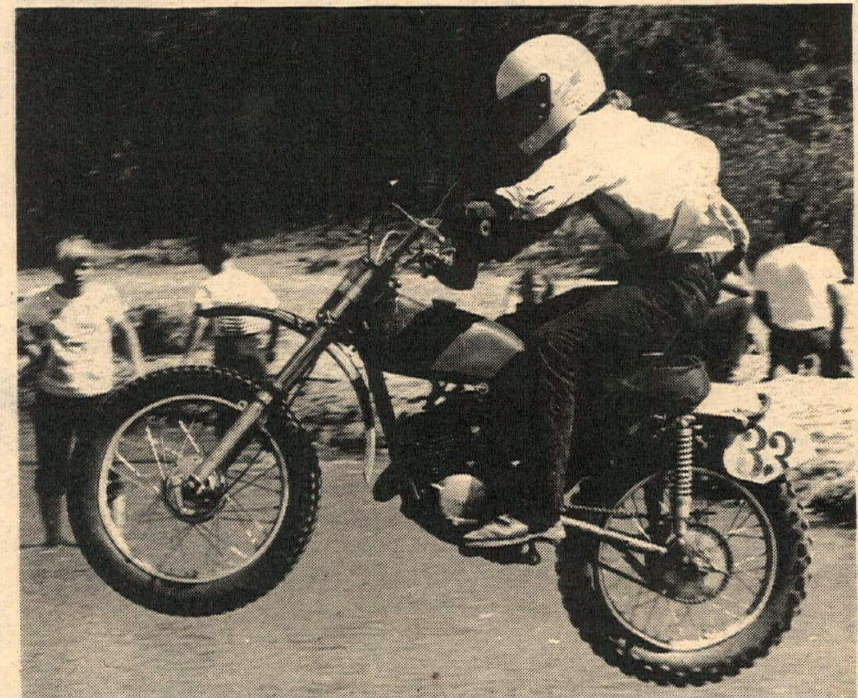
Jim Wilson and friend goes tip toeing through the stream.



Preston Petty fought tooth and nail with Terry Clark in the 100 Jr/Ex. race but could only manage second.



The first time around in the 175 Jr/Ex. race, Jerry Hase was one of the few across the water. He looped it (above). The next time around he didn't lose heart and this time made it perfectly (below).





Sheldon Otto of Beeville shows all-time form off the berm.

RESULTS
 100 NOVICE
 Derry Gardmer
 Robert Reynolds
 Michael Lyons
 125 NOVICE
 Mike Kasson
 Mike Dunn
 DeWitt Knox
 175 NOVICE
 Keith Snodgrass
 Billy Chance
 Dan Eddy
 250 NOVICE
 Jimmy Flint
 Jim Mast
 Randy Ragsdale
 OPEN NOVICE
 Jimmy Flint
 Bob Howard
 Gene Hooker
 125 EXPERT
 Kent Howerton
 Eugene Cameron
 San Finger
 250 EXPERT
 Duane Sanders
 Phil Green
 Lonnie Plough
 OPEN EXPERT
 Steve Stackable
 Brady Booth
 Kent Howerton
 100 EXPERT
 Jack Webb
 David Hilter
 Steve Foster
 MINIBIKES
 Steve Starbeck
 Jeff George
 Philip Liberty



Kent Howerton and Steve Stackable (148) do it in the 125 Expert class.



Mike Dunn, leading the 125 Novices, casually watches winner Mike Kasson pour it on.

By Richard Dunn

Photos by Richard H. Creed

LOCKHART, TEX., Feb. 27, 1972 — Despite a conflicting race at the new Rio Bravo track in Houston, which drew most of the Houston riders, Southwest Motocross Park hosted record crowds at its first warm-weather race of the season. More than 2000 spectators passed through the gates.

Overnight camping is always available at Lockhart, and many took advantage of the facilities, revelling far into the night on a mixture of barbeque, beer, movies, and music. Race day came early.

Change seems to be a permanent factor in the Robinson's track formula, and this Sunday was no exception. This time, maximum use was made of the deep gully which crosses the land, and the track dipped into it four times. Riders traveled almost as far vertically as horizontally through these sections.

More care was taken to avoid the numerous heavy concentrations of fist-size rocks. Owner Hulon Robinson maintains that the only real solution is to charge \$2 to get in the park and one rock to get out.

Steve Stackable rode two classes, but transmission rebellion in the third heat of the 125 Expert forced his Yamaha from contention. Kent Howerton and Gene Cameron supplied most of the opposition, making Steve accept a third in the second heat following his first-heat win. Steve and Kent have developed a definite pattern over the past six months whenever they tangle with one another. Kent performs like a bomb in the first heat, and often beats Steve, but succeeding heats demonstrate Steve's greater endurance, and he usually has not trouble besting Kent. His transmission added another factor this time, however, and the win went to Howerton.

Steve's luck was better in the Open Expert class, but it was just that — luck. Jack Hicks was in excellent form and he and Stackable exchanged places at least five times in the first two laps. Hicks then caught his shift lever on a rock, which wrapped it tightly around his footpeg, locking the CZ in third gear. Jack dogged Steve for another three laps in this fashion until the abused transmission jumped into neutral, giving Hicks a 16th by virtue of the DNF. Steve won easily on the Uncle Wrinkle BSA, but the next two heats were clearly Hicks'. Steve freely admitted that he's just flat been outridden, but Jack's DNF gave Steve the overall win.

The Kasson team captured only one win amidst a tangle of crashes and other mishaps. Mike Kasson pushed his Penton through the multitudes for a first in the 125 Novices, but not without considerable opposition from Mike Dunn's Bultaco, which won the second heat. Consistency is paying off for Kasson, however, and he finally seems to be getting things together after



Two for Stackable (almost) One for Hicks (almost) One fine motocross (for sure)

several races on the Penton. Fortunately, he survived a disastrous career on a 360 Husky without serious trauma.

John Kasson executed a neat endo among the 250 Experts and took six stitches home, while Open Expert Bill Kasson displayed Husky tracks across his back after the first heat and was noticeably slower thereafter, getting a seventh.

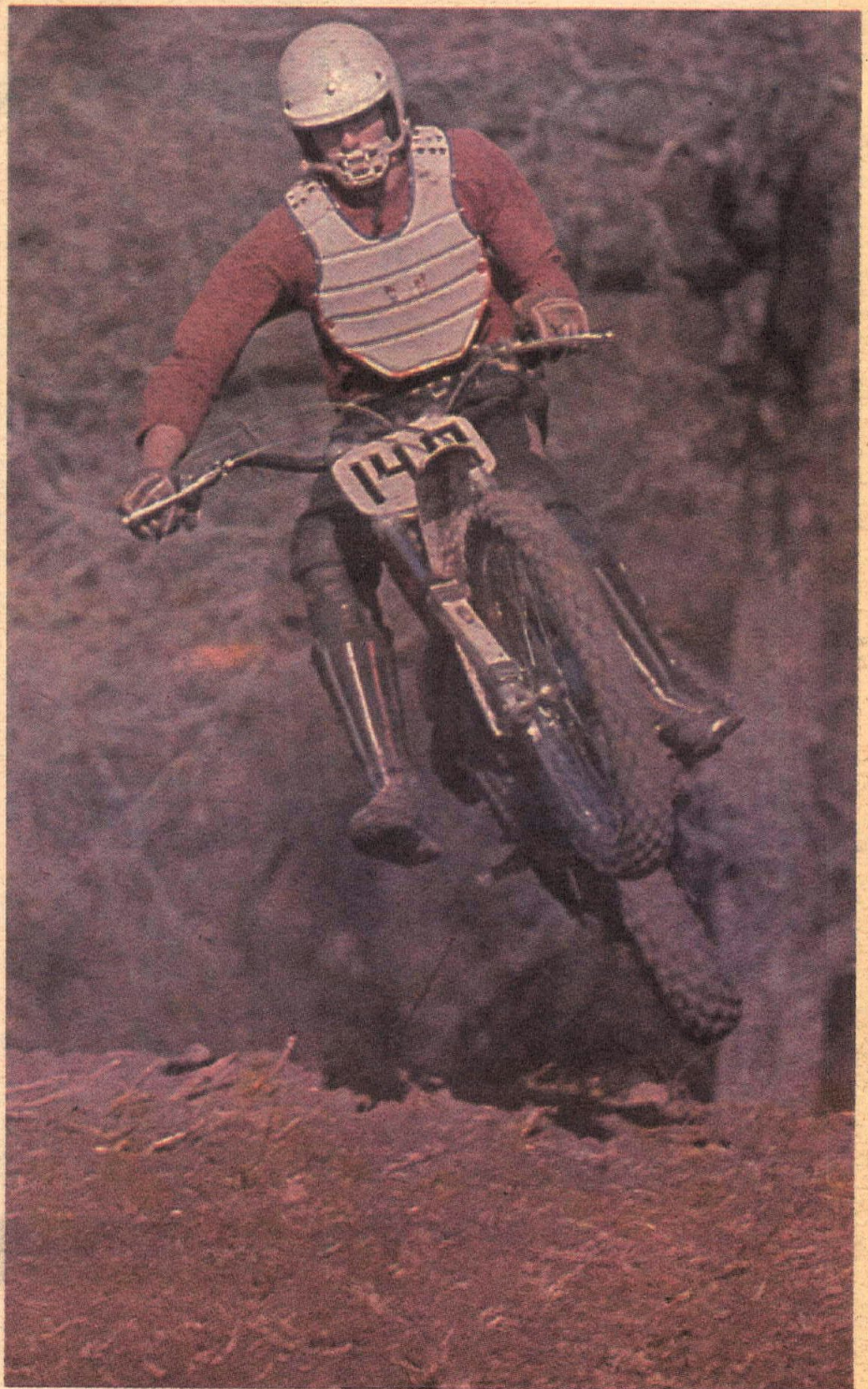
Southwest Motocross Park is one of the best tracks to be found anywhere in the country, offering excellent spectator facilities, ample town-side accommodations for those preferring Mother Nature from the sterile side of the plate glass, a specious overhead timing stand, and a track that gets better with every race. A National or International series race would find Lockhart a most cordial host.



Jim Mast is developing an air-brake system for the helmet. Haw, haw.



Jack Hicks is a berm artist.



Steve Stackable thumps merrily through the air after Jack Hicks plugged up his tranny.

Understanding Landlord Hosts Hare Scrambles

By George Rall, Jr.
HELOTES, TEX., Feb. 20, 1972 — Mud, water, rocks, some dry ground, more mud, water and rocks and a course of approximately 1.5 miles in length make for a wild and woolly Hare Scrambles. And Hare Scrambles it was at the Family Circle Ranch located two miles north of Helotes, Texas.

With beautiful weather, 72 entries distributed in five motor classes, and an understanding landlord and landowner (Frank Malda) made for some of the best racing and rider talent in Texas.

The 100cc class was completely dominated by local Hodaka rider and dealer Jim Diggs.

Scott Elliot pulled off an even more convincing win in the 125 race. With such a commanding lead on a new Penton, Scott was able to ease off the pace considerably. In this event, as with all others, waterproofing was the answer.

With the exception of the first few laps, Al Garner had the 175 class all to himself. Old man Peanuts McCombs gave Al a few gray hairs until water claimed his motor.

And still another old man, Ray Pocher, did it to all in the 250 race riding a Husky. The expected competition from San Bennet never materialized as the water claimed his Pursang on the first lap.

Open class winner as usual was Mile Wendrock riding a 360 Husky Enduro. Wendrock has everything but the deed to this course and has yet to be beaten.



White water expert and third 125 at the Family Circle Ranch: Peanuts McCombs.

RESULTS
0-100
Jim Diggs
Henry Arnecke
Buddy Kutzer
101-125
Scott Elliot
Harry Rittiman
Gerald McCombs
126-175
Al Garner
Glen Blunquist
Donald Oates

176-250
R. L. Pocher
Harry Rittiman
Robert Naylor
251-OPEN
Milton Wendrock
Harry Gregg
Donald Knoll

106 Race Sprockets, Again

By Carol Witt

Photos by Karen Hartman
WICHITA, KANS., Feb. 20, 1972 — Once again 106 riders turned out for the regular races at Sprockets Motocross track. The weather cooperated, and it was a bright, glorious day, just right for racing. The enthusiastic crowd got their money's worth today. There were ties in all three Expert classes for first place after the second motos, so therefore when the third motos were run, spectators were sitting on the edge of their seats, and it was anybody's guess as to who would win. This was one of the most exciting day's racing that we've seen in a long time. Eddie Morgan has seen to it that the track is changed from race to race so that everyone has an equal chance.

In the 250 Junior class, three guys from the Derby area brought home first, second, and third places; first going to Larry Kaufman, who rides a CZ, second to Ken Peoples riding a Suzuki, and third to James Martinez who rode a Husky. Winners in these classes receive only trophies.

The 250 Senior and 250 Sportsman classes were run together and scored separately. Rob Knoettgen (CZ) took the first moto in the Senior class, then Loy Burnett (Kaw) took first for the second moto, but in the third lies a tale. These two raced side by side, even-even. One would come out of a

turn a second ahead, only to be caught immediately by the other, for several tight laps. When the checkered flag fell, Knoettgen was ahead and took first for the day, second going to Burnett, and third to Barney Barrett (Mon) from Omaha, Nebraska.

The Open Sr. and Sportsman were also run together. Gary Witt was first off the line in the first moto. Witt had the throttle wide open and never shut it down until he got the checkered flag. Bill LaValley (Mai) got a bad start, but by the fifth lap he had moved from eighth spot to second. He had his eye on Witt, but had to settle for second. In the second moto, LaValley got off the line first with Witt second. Now the tables turned — LaValley opened up his machine just as Witt had, and was smiling from ear to ear when he got the checkered flag.

Now it was "now or never" for Witt or LaValley. Witt was first off the line with LaValley second. By the first lap LaValley had taken first back. They held this for two laps until Witt took LaValley as they went through the trees. Around another lap with Witt stretching his lead. Then on the fifth lap, LaValley went down into the ditch, and that is where he and his bike parted as he sailed up over the handlebars and onto the bank. Nick Warren was then in second, where he finished.

(Results on page 32)

Free, Muddy, and Over 30

By Janet West

HOUSTON, TEX., Feb. 13, 1972 — After several days of wet, murky weather, Houston finally saw the sun. However, it was not quite warm enough to dry up the muddy Fairbanks track, and so continued another super mudocross.

Robi Holbert was out with two Yamahas. The 250cc Yamaha had trouble off the line, so Holbert took the advice of an old sage: "If at first you don't succeed—". Since the 250 Expert class was lost, Robi was determined to hang in there for the Open class, and his determination paid off royally; first place. For quite a while Doug Maxey managed to stay fairly close to Holbert — as close, in fact, as anyone came that day. However, Maxey blew it when he stalled around a turn and Holbert was gone, mud flying and Yamaha singing. Maxey, unable to get his bike started, found Bob Graham (CZ), was around him and gone, for second.

Ricky Jones rode an excellent race, having to push it to keep Skip Kennedy (Mai) from getting past him in the 250

Expert. Jones had started near the middle of the pack while Kennedy was away first. But Ricky and muddy conditions must really be a combination, 'cause he was moving on up and around everyone until he got to Skip — that's where the work came in. But, with some careful riding, he got Kennedy for that first place.

A new concept in motocross was begun Sunday — the Over-30 class! It really was a bunch of fun, with all those guys out there really bent on tearing each other up — you know, no 16-year-old smart-alecky kid coming screaming by! It was really neat! Lynn Hensley thought one of the hay bales was an integral part of the track as he came blasting down the straight and over the bale, grinning all the time, red beard waving. Joe DiLorenzo was a brave soul — a 125 DKW among all those Open bikes! And he passed several on the straights too! Gary Anderson (Hus) and Bob Helms (Hus) were really looking good. Gary went on to ride in the Open Experts — how's that for stamina?

Steve Stackable Can Most Definitely Race a Bike

By Janet West

CHAPPEL HILL, TEX., Feb. 20, 1972 — Lynn Hensley and Bob Helms have done it again — they have changed the Chappel Hill track for the millionth time, and it is really super.

Steve Stackable, riding a 125cc Yamaha, came down to prove to the Houston boys that he can most definitely ride a motorcycle. In the first heat of the 125 Experts, Stackable had a bit of misfortune, causing him to finish fourth. However, when Heat 2 came around, Stack was ready — really geared. Right off the line he was okay, and as the heat wore on, he widened his lead tremendously, giving him an easy first place.

The event of the day had to be the 250 Experts. Rocky Timmons (CZ) came down from Fort Worth, and for a while, it looked as though he might have it on Robi Holbert, now riding a Yamaha. Holbert suffered a bit of bad luck around the first turn off the start, and as a result, lost several places. He began making up time, though, and soon was pushing Timmons. By the time the sixth or seventh lap came up, Holbert was hounding Timmons, when a freaky thing happened — Timmons lost control and flew into the barbed wire fence along the back straight. The bike went on over the fence, but Timmons was caught in the wire and badly scratched, putting him out for the rest

of the day. This left the field open for Holbert; but to be sure he was not left without a playmate, Steve Stackable grabbed a Husky and proceeded to chase. Holbert was comfortably out front when he dropped the Yamaha right in front of the scoring stand, allowing Stackable to go around. Holbert was right back up and after Steve full force within minutes, and powered on his Yamaha down the straight to take that first place position again. Crazy Robi had a beautiful day — his riding was fantastic, and he was flying and doing his usual thing, thrilling the spectators.

The Open Experts was the crash-and-burn class for the day. First heat Bob Graham crunched his new CZ with a Suzuki, costing himself several places — eight to be exact. However, Bob was soon up and away, regaining his ground, and trying hard to catch the front runners. For most of the heat, Bill Kasson (CZ) had the lead, with Brian Fox (CZ) close behind, and nearly closing in several times. Jack Hicks ran a good third, and before long, Graham was pushing Hicks, but never being quite able to take him completely, having to settle for fourth in the first heat. Even though he finished in the fourth spot, Bob had to have the fastest time after making up so much ground.

(Results on page 32)

Saint Valentine's Day: Marathon or Massacre?

By Dick Ainsworth

WICHITA, KAN., Feb. 13, 1972 — The Wichita Jeeps M.C. held their annual two-man team six-hour hare scrambles commonly known in this area as the "St. Valentine's Day Massacre". Warm temperatures caused the snow-and ice-covered track to thaw, thus, became quite muddy and sloppy. This caused quite a bit of problems to the 200 riders and 100 machines but after two hours the track got ironed out and lap times became faster.

Joe Wilson and W.J. Persinger of Kansas City teamed up on a 250 Bulaco to take the overall win. Steve Twineham of Wichita should be commended for his ride as he did it "solo" for six hours and ended up fifth in the Open class.

The big talk at the event was the upcoming Elsinore-type race to be held outside of Wichita near the end of May or first of June. The small town of Florence is holding their centennial and want this type of event, so through the streets and out into the country for ten laps/100 miles they will go.

RESULTS
HI-OVERALL
Joe Wilson/W.J. Persinger
125
Elbert Swartz/Sten Swartz
Charles White/Tom Graham
David Dixon/Bill Dusenberry
250
Jack Tanner/Mike Krebs
Merlyn Michael/J.L. Harvey
Jim Berry/Bill Uzzell
OPEN
Sonny Walker/Larry Kennedy
Tom Long/Roy Scott
Bob Ely/Rod Wickwar

CALIFORNIANS STOMP IN ARIZONA OPENER; GRANT INJURED

CYCLE NEWS Mar. 14, 1972 Page 23

By Kent Nicholls

Photos by Matt Strong

PHOENIX, ARIZ., Feb. 27, 1972 — Ever have one of those days when nothing seemed to go right? Well, AJS rider Doug Grant probably wishes he never heard of Phoenix, Ariz. He and John DeSoto were having quite a duel in the first moto when Grant's brakes appeared to lock up, causing him to get off extremely heavily. In exchange for the long trip to Phoenix, Mr. Grant got a broken leg.

The reason Doug Grant, John DeSoto, Ron DeSoto, John Rice, Tim Hart and the gang from Mid-Valley drove so many miles to race was Ariz. Cycle Park. John DeSoto thought it was of European quality, John Rice said it was bitchen. It was. The course was at least 50 ft. wide all the way around, so passing was no problem.

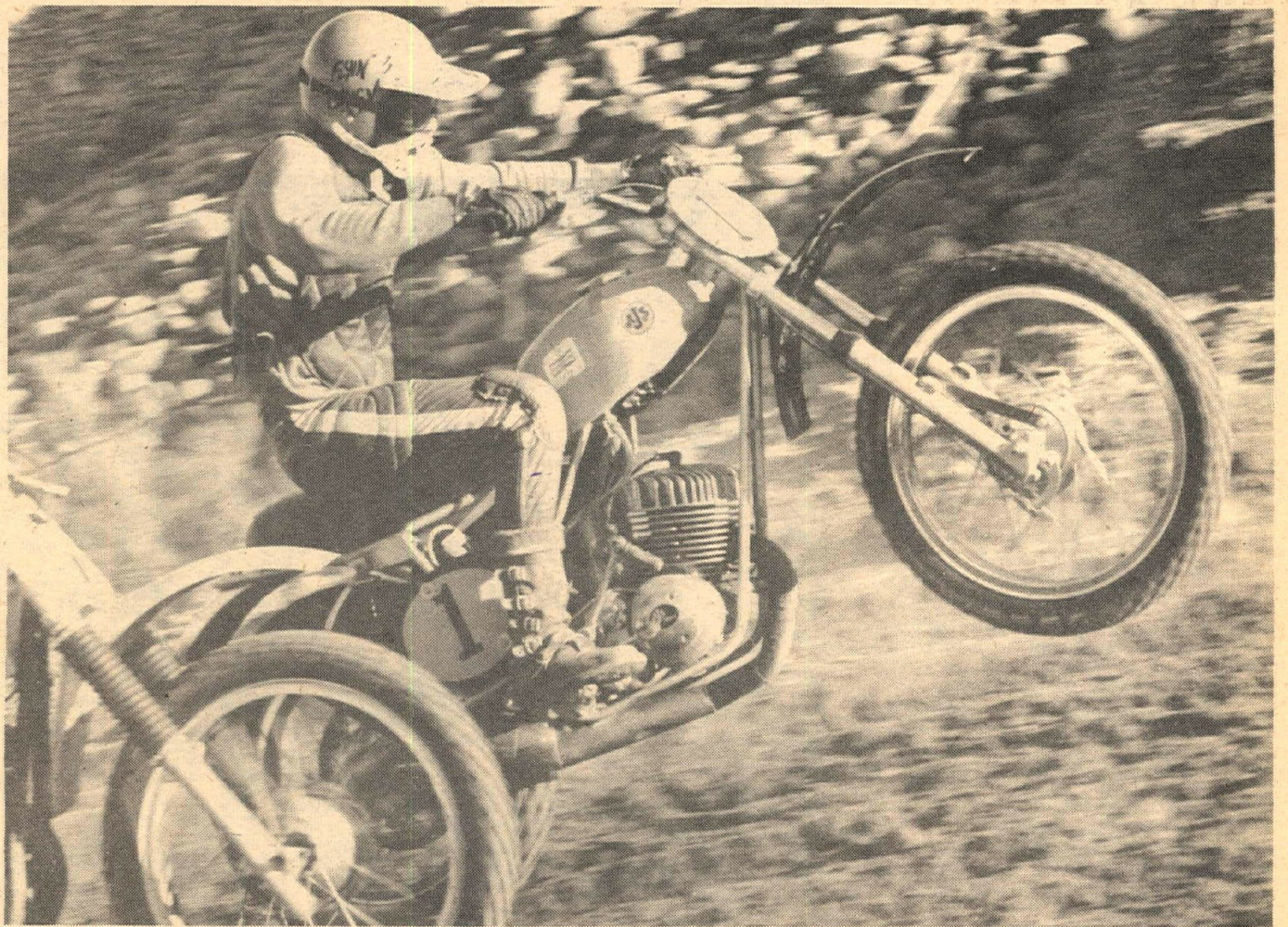
Four thousand spectators were treated to some fantastic races, such as the Grant-DeSoto duel in the 500 Experts class, ended by Grant's untimely unload. Even with Doug out of contention, the 500 Expert class caused much excitement. The last moto had to be restarted twice because of crashes. When it finally got underway, it featured John DeSoto, Tim Hart and Bob Hershey in very close formation.

Later on, Hart got by DeSoto and Bob Hershey got by both.

John Rice claims that he is getting old and tired. Tell that to Sunday's 125cc Experts, and they will laugh at you, since all they saw of John R. all day was the posterior of his Puch.

The good racing wasn't confined to only the Expert classes. The 125 Novice class saw Ernie Hendricks do the clean sweep.

Amateur Mike Patterson on his 360 Yamaha came back from a spectacular crash in the second moto to lead, wire-to-wire, the third finishing with a



Flyin' Byron Ross took fifth for the best Arizona finish. That front wheel peeking into the picture belongs to Tim Hart.

full 50-second lead on the number two man.

Of the 200 riders, at least 199 dug the course. The promoters, Dale Ownes,

Kenneth Hallmark and crew did many months of work in six weekends to make Ariz. Cycle Park one of the best track around. They plan to make a good

thing better by dragging between motos and get more of the track in view from the pits.

GERBER: old bike, new ways

By Terry Newfarmer

CEDAR FORT, UTAH, Feb. 7, 1972 — With many of the top riders switching classes from last year and newly-fitted silencers, 213 Utah riders opened the 1972 racing season with a 70-mile hare scrambles at Manning Cycle Park.

The sponsoring Tooele Desert Striders showed they learned from their races last season, producing an event with no signup hassle, a fair course, and accurate results. A welcome change from last year's Cedar Valley Scrambles was that the course was clearly open for all to practice on before the race, without any question of whether it was to be an unknown course or not.

And four riders were disqualified for course-cutting, setting the stage for a year of enforcement on that subject.

Preston Gerber is riding a Bultaco this year, and a 250 at that — with no change in his performance, first overall. Following was Dave Blaylock for the Open class win, and Lamar Walker, who gave up his Rat for a new Yamaha 360 MX; definitely a rider to watch this season.

Speaking of new Yamahas, Dennis Packard has given up all those fancy

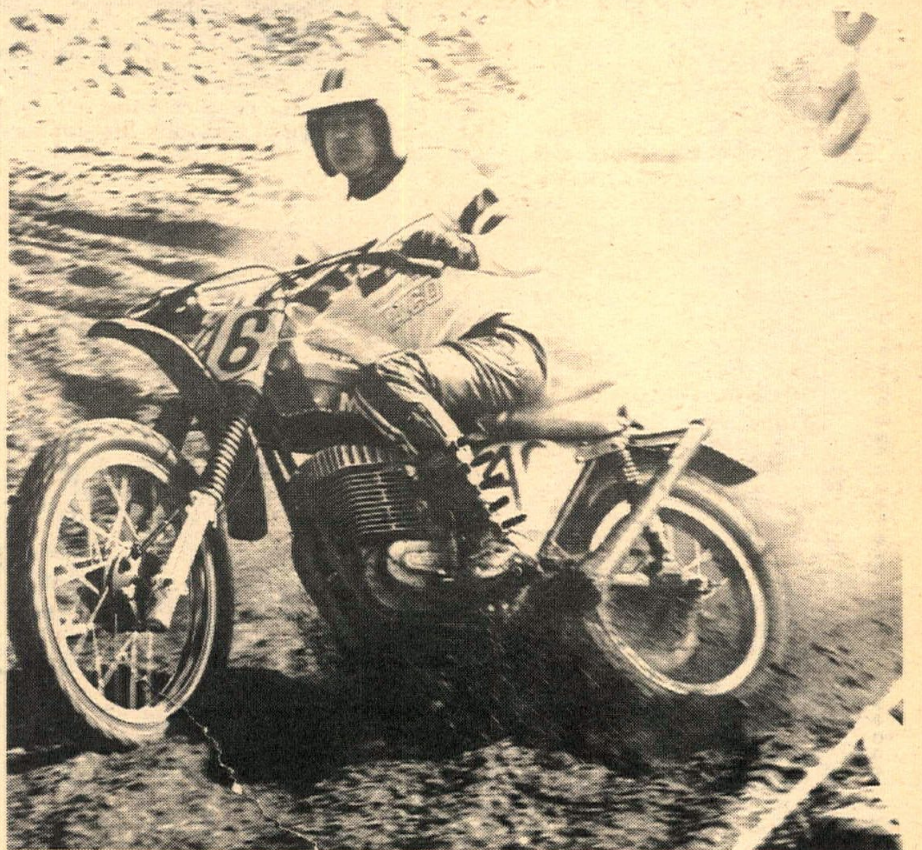
European bikes to ride one, only to have it go up in flames in the pits, *a la* flaming Husky in Bruce Brown's movie. It seems that somebody slopped gas all over the bike while somebody else kicked it over with the sparkplug on the outside to see if it had spark. It did.

Fifth overall was Peter Crandall on a Penton, a rider that promises to be unbeatable in the 125 class.

An array of gullies up the middle of the starting area caused the formation of two starting lines, with a 100-yard gap in between, some choosing the smooth grassy flat on the left, others taking the jeep road on the right. At the gun, Lloyd Lawhorn was standing next to his bike in the Le Mans start, pretending to be a spectator, while Kevin Croft insisted on being ten feet in front of the general lineup. But then Lawhorn is over 40, and Croft did break down.

The course itself was mostly a fun trail through the junipers, with nothing really hairy, except that everything got progressively slicker, due to a light snowfall.

(Results on page 32)



Warren Burrell braves the bottom of a downhill, eyes closed and all.

Shuman on 2, for a change

By Ned Said

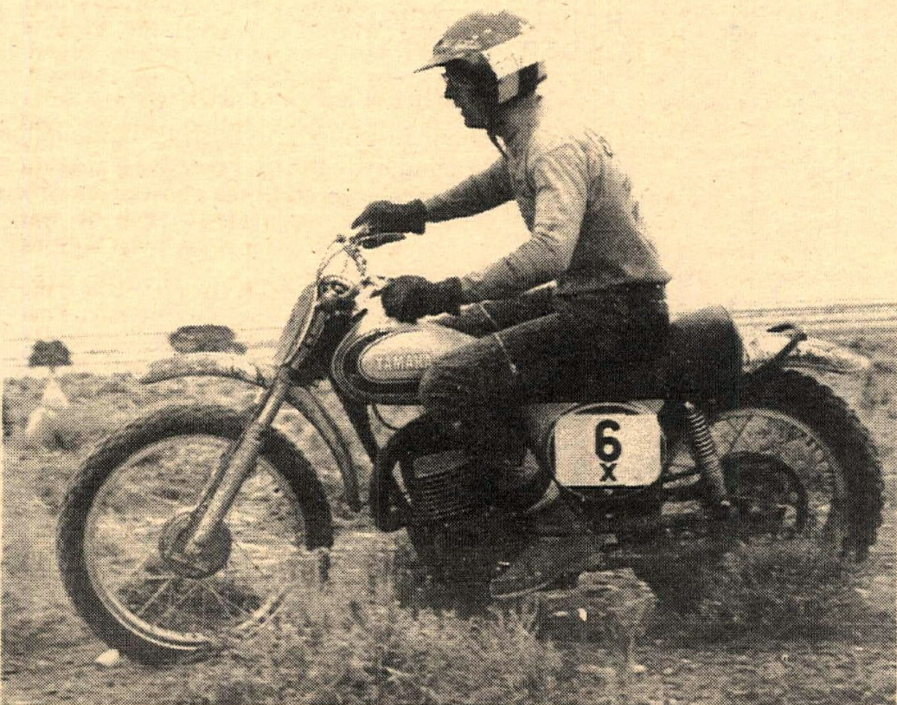
PHOENIX, ARIZ., Feb. 20, 1972 — Little Billy Shuman a ten-year pro car driver with USAC still remembers when it was fun to race a motorcycle as he mounted a borrowed 125 Yamaha and won the Sweepstakes race in the TT at Beardsley Raceway today. Young Pat Klein on his new 125 Bultaco was right behind him all the way. After the checkered flag Billy showed a perfect full power, peak RPM slide, through a right hand sweeper. What ever happened to Billy's young brother Ron?

In the 650 Expert Main, Rick Kraft (Nor) was out front all the way riding the inside groove with a nice lead. Detective Ron Sellers and Ken Killebrew on their Triumphs were exchanging places during a sliding contest. Ken won the sliding contest thereby conceding second place to Sellers who went to the inside groove on the last lap.

Once in a while, a bunch of old retired, or tired motorcycle drivers, borrow their son's bikes and hold a father's race. Well the race started with Sonny Crawley, the flagman, leading, when a black flag went up for a downed wheelie start driver. On the restart, Conny Crawley was last off the line and Sonny Spielman, the track operator was first. Crawley did some fine passing to move up to a legal second place behind Spielman who was using an illegal active pro rider Byron Boaz for a blocker. Anyway, Sonny Spielman won — after all he owns the track.

The wild bunch, the 250 Expert riders, jammed the track with riders going wheel to wheel, handlebar to handlebar for many laps in real togetherness, until Butch Beard and Jim Boat got out front with Jim in the lead. Finally Butch made a neat inside move to take the checkered flag first.

(Results on page 32)



Lamar Walker, up from the 100s: Second Open, third overall.

125's: The Lions' Pride

By Buzz Baty

WILMINGTON, CAL., Mar. 3, 1972 — This bunch of Friday-night CMC motocrossers top themselves each week.

If DeSoto, Thorwaldson and Hart aren't sending your blood pressure high enough to pop a vein in the 500 class, then Rapp, Pessey, Messer, Runyard, and Payne drive it high enough in the 250's so that the shrieking, whining 125's of Bower, Rodgers, Rapp, and Zhart come on and it's "Katie, bar the door".

Tonight was no exception. All of the Expert classes, could be won or lost on the last round.

Bill Payne is back after being out quite a spell with a broken leg. Good Lord. The way he was herding his Maico around in the 250 division tonight, you would swear he hadn't been away.

David Pessey told me during the break between practice and the start of racing, that he was going to win, and win he did, but not without Payne making him work his butt off to do it. Bill followed David's Ossa in the first two rounds but in the third round Bill got one of those 'oh-my-goodness' starts, that carried all the way to the checker, giving him second overall to David's first. A new name shows in the win column this week: Bryar Holcomb got in for third.

The real cardiac race of the night was put on by those we-ain't-got-the-horsepower-but-we's-quick 125 Experts. Chuck Bower and Dave Rodgers may be the best of friends off the track, but on the track, it's each man take his best shot and the devil take what's left.

Rodgers won the first moto with his Bultaco, Bower the second with his Penton. When the third moto came up, you could feel the crowd's expectations building.

Bower jumped into a huge lead right off the starting gate! He held that lead until his rear wheel cleared the starting gate, when Dave caught him. Sports fans, that's the way it went for five, fast, furious laps. Chuck and Dave were taking a line through the starting area that was spectacular. These two were

going wide, WFO power slides that took them right up to the pit area fence. How good was this race? The inside of the fence was lined solid with every racer that could find room, and that included most of the Experts. They traded the lead four times on the last lap, twice with only six turns left to the flag, with the sound of their engines actually being

drowned out by a grandstand packed crowd, all standing, cheering, clapping and shouting for their favorite. Chuck Bower pushed his Penton in for the win and the overall first. It's not right to say that Dave Rodgers lost. When two really talented young men put on that kind of a race, there are no losers.

Another name to show up in the win list was Bob Hershey of Woodland Hills. Bob led Brad Lackey and Dave O'Haver across the finish line for the 500 Expert win.

Young Steve Brown, the sharp Intermediate in the 500 class, who was close to the point lead in the Anniversary Series being run by the CMC, ran into some hard luck tonight aboard his Maico. Leading the first moto, Steve suffered what he thought was a twisted ankle, but later, medical examination found it to be broken in two places. Steve will be in a cast for a couple of months. Happy spectating, Steve!

(Results on page 32)



Chuck Bowers moving the dirt around on turn one. Check the right foot.

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ARMY GETS INTO MOTOCROSS

By Paul Hanson

Photos by Richard Creed

FT. HOOD, TEX., Feb. 13, 1972 — If I were to suggest that you try to guess what organization is helping promote moto-sports in central Texas on a very sophisticated basis, you might say, "A.M.A.?" No way. "Texas Motorsport Council?" Maybe. "Some rider's organization?" No such thing. Try the U.S. Army.

Yes, friends, it's true. Uncle Sam's New Action Army wants to join you. If you don't believe it, try dropping in on one of the Ft. Hood Dirt Riders M.C. events at Killeen, Texas. I went to cover a motocross and stepped into a hotbed of people who are really stoked on two-wheeled sports.

Anyway, this is what I saw...I think... Can you dig Med Evac helicopter ambulance service? Can you believe Recondo-trained, trailbike-mounted, radio co-ordinated course marshals and flagmen? There was all of this and more, including a bumpety-hop motocross course with a wicked, trick jump set in the Athenian central Texas hill country along Turkey Creek.

Fort Hood is an Army post. It is also several thousand acres of virtually untouched, pollution-free, natural terrain, most of which is ideally suited to trials, enduro, motocross, etc., etc. The possibilities are, as my sidekick Richard Dunn says, "mind-boggling". Really. It is a sanctuary that anyone with aesthetic or nature-oriented values would drool over (well, without the barracks and supply depot, perhaps). The out-back at Ft. Hood is a moto sport promoters fondest, most farout, unfenced dream. And it is all U.S. Government property, as the signs on the perimeter fence redundantly mention.

The Hood Dirt Riders are doing mogs like the motocross to build a little interest in off-road riding. I, for one, hope they start doing a lot more things, because there is enough room out there to have a dozen events going on at once. Easily. There is some gossip about the Dirt Riders trying to lure the I.S.D.T. to Fort Hood. It that could happen...Oh, ecstasy! The place is i-deel for it!

I chatted with Capt. Bob Combs whose present assignment is with a recon outfit with the military moniker Combat Support 2/7 Cav. Div. Recon. Bob's mission was to take a crew of Recondos (many were non-riders) and make them trailbike mounted recon men. He did. Now these dudes truck through the brush hauling anti-tank weapons with them on their olive drab 185 Yamahas.

Capt. Combs feels that his mission is a success. The upcoming field maneuvers at Hood will hopefully prove the unit's value. Whatever the military value of the motorcycle and whatever the degree of motorcycling the trailbike has as a reconnaissance weapon, Capt. Bob Combs and his men do what they dig most, ride, dirt and do useful work at the same time. That is a successful trip by any standard. Combs seems to be a fulfilled person.

Unfortunately, Combs didn't fare too well in the Dirt Rider's motocross. He ended his big bore Maico at the big uphill. This hill had a 40- or 50-yard run at it, then it pitched upward very smartly for 25 or so feet and flattened out at the top. Neat. Even the stock production class (classes? I dunno), there were so many of those muthas) riders started to look trick on that jump.



A Fort Hood Dirt Rider tries out the dirt.

'Course some came over front end heavy...

The Kasson Racing Klan went to see what the Army had to offer and came away with a little pile of gold for the effort. John Kasson took the first place 250 trophy with his only competition coming from Fort Hood's Wayne Booth, who dogged his heels all afternoon. Booth took home the second place goodies. Richard Bigley was out front in the first moto, but he lost a little bolt and a case of oil, or he would have figured in the final standings.

Mike (Long Gone) Kasson hung on all afternoon to score a third-place trophy behind Flying Sam Finger and Brady Booth a Temple, Texas schoolboy who did a superior job of hauling his Penton smartly over the corrugated course. The locals were quick to notice that the top six (or was it eight) 125 machines were Pentons. Simply amazing.

Bill Kasson gave it his best but had to settle for second place laurels behind boy wonder Brady Booth who swept the top spot in the Open class as well as the 125's. The Booth boy seems to know his stuff and may well be some upwardly mobile talent hereabouts.

Bill on his big CZ and 400 Husky-mounted Brady blew a few minds. Most of the crowd was Army personnel. Many had not been exposed to motocross before and were pretty gassed over the Booth/Kasson duel that didn't develop until the second heat. At the start of the first moto Kasson took out a hundred or so feet of course marker streamers and made like a fly in a spider web for a half a lap while Brady pulled an untouchable lead. Bill managed a second and was edging up at the checkers.

In the second moto Kasson made a good opening move and had the lead until he overshot a trials-like downhill

section adjacent to the creek. Booth got ahead and pressed the advantage to the fullest. For Kasson it was uphill all the way for the second spot during the rest of the moto. Coming over the super jump, Bill and Brady were boffo with DeCoster-like antics that had the crowd scurrying over to the spot every time the Open bikes ran. The third moto was Booth's all the way with Kasson shadowing him at a stone's throw.

The rider turn-out was pretty slim, but then the Dirt Riders aren't that hip

to promotional jive and ballyhoo. They'll learn.

In fact, they're already getting the drift. Team Penton is slated to come down for a look-see at the facility to set up a two-day enduro in May. There was also some pit chatter about any Army ISDT team and/or an Army motocross team.

I saw it but it was difficult to assimilate mentally. But if half of what I experienced was for real, then all I can say is, "That's serious!"



Brady Booth: Note taped boots. Booth allegedly practices three to four hours every day and has gone through two pairs of Full Bores and nearly through what appears to be some Vikings.



The start of the 125 Modified (?) race; Brady Booth already has the lead.

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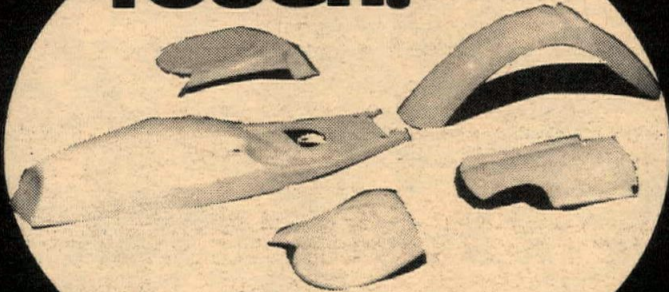
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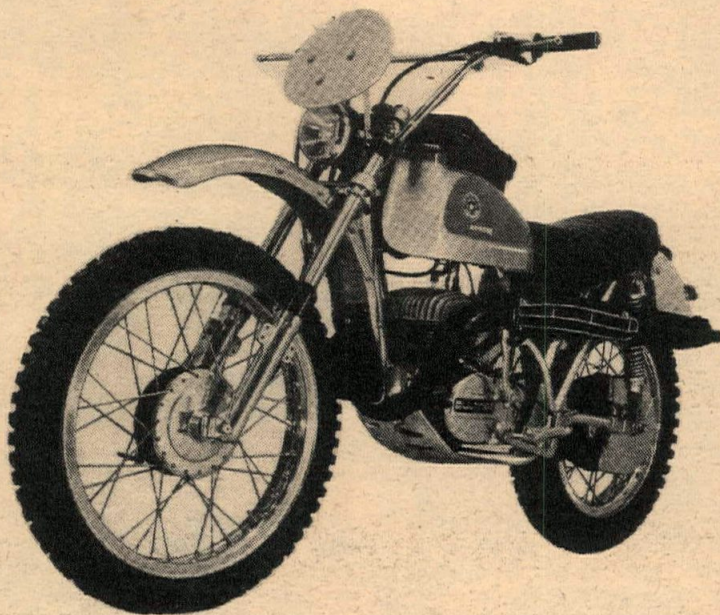


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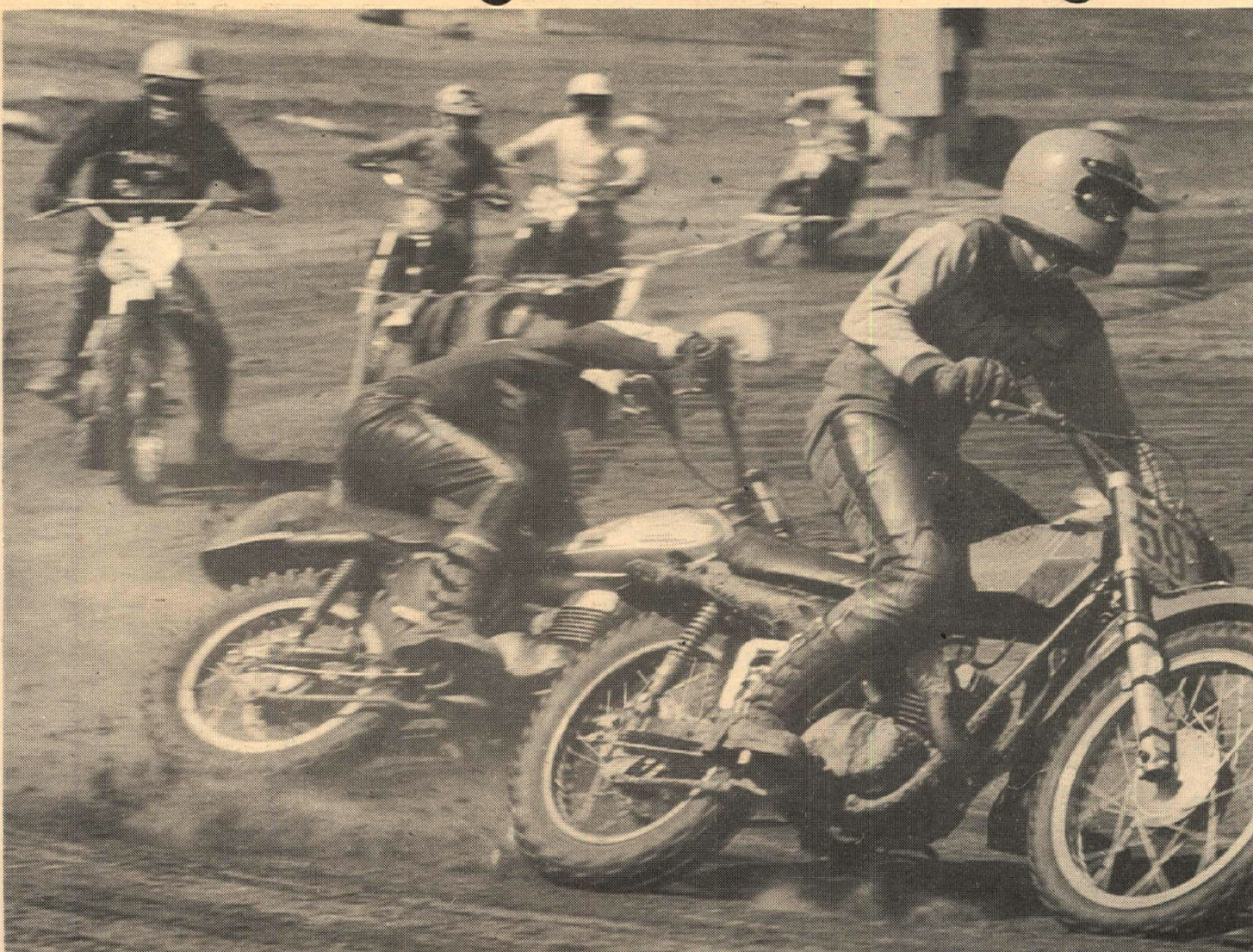


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CYCLE NEWS Mar. 14, 1972 Page 27



Craig Lee manages to squeek by an unloading Bruce McDougal in Corona Motocross action.

By Buzz Baty
CORONA, CAL., Mar. 4, 1972 — It didn't take long. Today saw the Corona Raceway play host to a gaggle of California's finest motocrossers as they staged their first money event. Was it a success? Is the Pope Catholic?

Brad Lackey (250-500), Mike Runyard (250), Bruce Baron (125), Bruce McDougal (125-250), Mike Cram (500), Morris Malone (250), and John Volkman (125) were there.

Since this was the first time that any of the above had ridden Corona I wanted to know what they thought of the course. Without exception, they said it was a great course. All thought that the way the course was maintained to keep the dust to zero was the greatest thing since s*x.

Brad Lackey was a real paradox, he rode the 500 class on his CZ attacking the course every inch of the way, he looked as good as it's possible to look. Mike Cram pushed him in every moto with his Maico but had to settle for second with Bruce Torbett in for third.

In the 250 class, Brad couldn't hit his fanny with both hands: Didn't show in the top three. Mike Runyard came back to win after last week's crash as McDougal picked up second and Malone got up for the show spot for the 250 Experts.

The race of the day was the 125 Experts with Bruce Baron and Bruce McDougal, both Penton mounted, going tooth and toenail for six full laps. Over the 1.3 mile course they passed each other (by count) nine times. The last hundred yards saw the lead change three times. The Corona spectators were going wild as Baron made the last pass 30 yards from the checker and held on for the win.

(Results on page 32)

Novices Awe Bay Mare Crowd

By Art Cox

MOORPARK, CAL., Feb. 27, 1972 — Summer arrived early today at this top Southern California motocross track. A warm sunny day brought out a large gathering of spectators to watch the beginning and experienced Novices compete for 50% trophies.

The most exciting event of the day was the 250cc Experienced Novice class. During the first moto, Paul Cunningham (CZ) shot out into the lead only to be passed by Ken Janson (CZ). Cunningham looked like he wondered where that other CZ came from as Janson zapped past. Evidently this sparked a brain wave in Cunningham.

After taking a second in the first moto, he made sure he was first over the start hill in the last two motos. Holding first spot was no easy chore as Janson rode Cunningham's rear fender for the full period during each moto. When both CZs came across the finish line for the checkered flag, there was nary a soul close behind.

Cunningham finished with a 2-1-1 for

the large trophy with Janson taking second best with a 1-2-2. These two riders held the spectators breathless numerous times with their fine riding style and showmanship.

Steve Pinneri (Hod) has got to be the John DeSoto of the 100cc Proficient Novice class. His name is always in the motocross spotlight as he continually does a great job of winning.

Today, Pinneri grand-slammed with three wins for the "Biggie Brass." It was a family affair as his brother Tom (Hod) took second overall with a 3-3-6. Russ Ferguson (Hod) barely managed to grab a third overall from Randy Meacham (Yam).

Moving out on his 125 Puch, Fred Joehnck turned in the best ride of the day for his class. Joehnck won first overall with a 3-1-1. Dennis Haile (Bul) put up a battle for first brass with "Fredrick the Great" but it was to no avail. Haile took home a nice-sized second-overall trophy.

(Results on page 32)

Baron Reigns Supreme

By Lowell Stolze

EL TORO, CAL., Mar. 3, 1972 — The USMRC Intermediate/Expert field at El Toro Speedway Friday night was loaded and competition was fierce. When the smoke and dust cleared, Costa Mesa's Baron (Pen) reigned as king with great starts in all three motos and subsequent victories in the first two. Baron and McDougal (Pen) tangled while leading the ten bike pack in the last heat and both went down giving the win to a fast improving Davey Carlson (Yam) and Volkman (Bul) was third. Overall, Davey added a third and fourth to annex second spot over McDougal, who had two seconds and a fourth.

In the tough 250 class, McDougal (Yam) put together two firsts and a third to edge Morris Malone (AJS), who had a first, second, and a fifth in the three motos. Dave Boydston (AJS) was third overall and did a great job in heat one, leading the first four laps before yielding to McDougal at the checker by ten feet. Boydston also had a fourth and fifth to enhance his point total.

Entries in the 500 Intermediate/Expert class were sparse and the riders ran with the 250's and as per usual, Mike Cram (Mai) prevailed,

this time over Bruce Torbett (Hus) from National City.

The Schoolboy class saw three different winners, and little Jeff Ward (Yam) nailed down the top spot over Brad Dutoit (Yam) and last week's winner, Mark Shader (Hon). Gene Woods (Hon) won the first moto, but bike problems forced him out of the second heat while leading and in a good spot to sweep.

Ken Smith (Yam) won Division Two of the 100 Junior class by virtue of two wins and a third. Phil Nyland (Hod) grabbed the first race after Smith went down while in front.

In 125 Division Two, Brad Salata dominated with three wins. Brad looks good and may soon be riding Intermediate.

The 250 Junior (Division One) class had three different heat winners; Tim Morgan (CZ), Joe Dyer (Gre), and John Paulding (Hus), but Dyer added two seconds to take overall honors.

Robert Crecelius (Gre) walked away with the 500 Junior event, winning the first two heats by huge margins and the last by ten yards over Zach Lindborg (Suz).

(Results on page 32)



Ron Hamric (141) gets the jump on fellow 500 Juniors Marvin Creed (85) and Jim McDonald (74)

Soakin' Up The Bay Mare Sun

By Art Cox

MOORPARK, CAL., Mar. 5, 1972 — Last Sunday was like a warm June day as the majority of Novice motocross riders (minus shirts) soaked up some sun between each of their three 15-minute motos.

"Super Joe" Root on a new super fast 125 Bultaco Pursang ran away with the large Proficient Novice trophy by winning all three of his motos. The only rider that gave Root any competition all day was Larry Robertson (Bul) who took home second place brass with three seconds. These fine Novice riders seemed to move out from the rest of the pack as though they were riding a 250 or larger bike.

With the ever-winning Pinneri brothers visiting Bay Mare minus bikes, the 100 Proficient Novices produced Steve Rawson (Suz), Mike Porter (Hod), and Kevin Love (Hod) for first, second and third respectively. These three riders should go to law school, get together and then form a partnership. Don't they sound like a typical law firm? Rawson, Porter, and Love.

One of the finest proficient 250 Novices observed at Bay Mare this year, Ken Janson (CZ) captured first overall again today with his smooth, fast style. However, Richard Kaeding (Mai) made Janson work extra hard.

A glutton for punishment, Bill Kelly (Hus) another one of Bay Mare's top riders, rode the Viewfinders Grand Prix at Indian Dunes for 45 minutes, packed up his bike, and hauled over to Bay Mare in time for his first moto in the Open Experienced Novice class. Kelly was first over the start hill in the first moto, but had to settle for a second as Mike Pace (CZ) scooted by for the win. Pace, on his fast vehicle won all three motos.

Next weekend Bay Mare will host a regular day of motocross with cash going to Experts and trophies to Juniors. Only the Experts will run on the super-large hill that usually provides plenty of thrills for competitor and spectator alike. The "Old Timers" (motocross club limited to members 40 and over) will also run.

(Results on page 32)

THE DECLINE OF NOISE!...

and of 125's, too

By Ron Schneiders

Photos by Ellen Schneiders

LUCERNE VALLEY, CAL., Mar. 5, 1972 — Last year the Chaparrals Motorcycle Club tried a fairly daring experiment: They required mufflers on all bikes entered in their enduro and just to make sure nobody missed the message, they called the enduro "The Quiet I". They were in the vanguard of those trying to save the sport from being killed by excessive noise. Being in the vanguard of anything costs and in this case it cost entries. Only 280 riders tried "The Quiet I".

Yesterday was "The Quiet II". Silencers are now an accepted fact on the desert. The entry was over 500 and no one thought the fact they required silencers even worthy of comment. Some 60 riders bought their first enduro cards at this event, this was their first run. They'll never have the thrill of being awakened at 5:15 by a Kawasaki 100 with a tuned expansion chamber rapping at 9,200 rpm and shifting gears every six seconds as it circles your tent like an angry Indian. They'll never experience that exquisite feeling of having your ears ring for three days from the sound of your own exhaust. And it's all the Chaparrals fault. How will they ever be able to live with themselves? Probably a good portion of the riders who ride this event don't even know how the name of the event originated.

These new riders might have received a bit more than anticipated in this run. In spite of being only about 96 miles long, it was a long, long run. The morning section, so the Chaparrals told me, was more or less laid out with a skilled rider — the trials rider — in mind. The afternoon section was for the "bite the bullet, hang in there now, it only hurts when I laugh" crowd.

Actually, the morning section was really not much for trials riders. There were some rocky little canyons with ledges and such and a substantial amount of rock, but not much that a trials rider would consider challenging.

On the other hand, the schedules were fast. Dave Evans commented that they were too fast for him and I rather concur. I started off late, and even riding as fast as I was able, I couldn't make up a single minute on the schedule. But all things are relative and what's fast for one is just right for the next. Max Bubek reportedly "zeroed" the first loop. He lost his card though, so no one will ever know if he could have repeated in the second. One thing for sure: nobody was doing any resting on that loop. It took two hours and 15 minutes of hard riding and concentration if you did it right.

After that there was a 15-minute gas stop before the second loop. The second loop had some rock and a few difficult-to-ride sections but basically it was a desert race course. There was much deep sand (and uphill too) and quite a few miles of whoop-de-doo. Loops like these, which are quite typical, are producing an interesting phenomenon. There's no way that an average size adult can compete on a 125cc machine in the "Lightweight" class. When you're going uphill in deep sand, there is, as they say, no substitute for cubic inches. The 125 rider always loses in that area and his spot to make it up is the gawdawful rocky downhill or the canyon that's so tight and choked

with bikes that his small bike has an advantage. But a run with enough of this nastiness to even things up invariably brings a lot of complaints so there's a natural tendency by the clubs to go easy on the really terrible stuff.

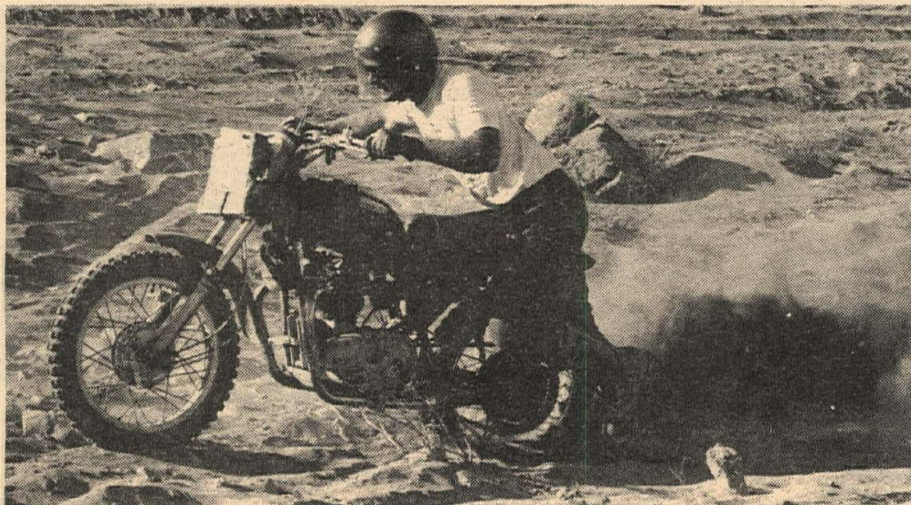
The result is that 125's are slowly but steadily disappearing from the enduros in Southern California. If motorcycles could bleed, we'd have a whole crew of biologists studying the disappearance of a species. It's a classical case of Darwin's survival of the fittest. When conditions change to where a species' particular talents are no longer an advantage, the species disappears. But whoever thought it applied to mechanical objects as well as plants and animals? Maybe some graduate student in biology will do his master's on the subject of "The 125 Motorcycle: An Endangered Species." He might even be able to predict when the last 125 will enter an enduro and expire in an unrelenting sandwash,

winners.

First overall was Shamrock Bob Steffan on a Bultaco Montadero. Next was Dave Ekins also on a Bul, but an Alpina 250 in his case. Bob lost one point, Dave lost four. First Class B was Dwayne Martin, a CEA member.

Dwayne enjoyed the run. I said, "After the run you guys put on [the Last Chance], this one must have seemed like a piece of cake!"

"Sure glad I didn't have to ride that one," Dwayne said. He rides a 360



Once you stopped, it was hard sledding.



Bruce Brown made the "Flying W" famous—this rider shows how it's done.

Husky and lost 11 points. Dan Knous, a Checkpoint, took first B lightweight with 15 points. He rides an Ossa Pioneer.

High point of yesterday's run occurred at about 23 miles out on the second loop in the middle of a tight, hot uphill sandwash. It was just about the spot when you started wondering what on earth you were doing, beating your bod in this miserable desert. Then all of a sudden these two young boys are standing there with a gallon jug of ice water! I don't know who they were or where they came from, but they sure made the world a brighter spot right then. Each rider that stopped got a drink and I'm sure at least half of them thought they had just walked into a technicolor mirage when they tasted that water and found it ice cold.

Most people that I spoke to after the run said they enjoyed it. A few had some trouble with the marking which did not seem to be quite up to last year's very high standard. I didn't get lost but I had to ride in circles several times to pick up the marking. The checks seemed to be in good locations to catch the unwary and there were lots of them. One check in the afternoon section had to be thrown out because the clock was off.

The Chaparrals have thrown two good enduros and in each of them they've made a positive, progressive contribution to the sport, first in quieting, now in scoring. One wonders what they'll do next year. Maybe they'll run the country's first ZED enduro. ZED stands for Zero Ecological Damage and I just made it up. But who knows? Maybe they'll try it.

(Results on page 32)

forever, futilely chasing an uncatchable 250.

Meanwhile, back at enduro headquarters, the Chaparrals were computing the results. Yep, you read me right. Good old District 37 is finally going to catch up with the rest of the world, it looks like, and give us enduro results on the spot. And again, the Chaparrals are in the vanguard. In fairness, the CEA tried it a couple months ago but blew it with a couple of questionable checks. The Chaparrals didn't make it 100% either. We didn't get any trail bike winners and only the first couple of winners in Class B. But we got a fairly complete list of Class A



We wonder: Is 45x late or 49x early? A pair of 48s may provide the answer.



Max Bubek.

ENDURO - POKER RUN FAMILY STYLE

March 25 & 26, 1972

FIRST PRIZE: A 14ft. SMUGGLER Trailer valued at \$1,675.00

This versatile travel trailer sleeps 6 people, has all the comforts of home and will haul 5 large motorcycles. There will be many other prizes worth hundreds of dollars.

In response to many requests, a choice of two courses will be offered: No. 1. The "Family Course". Approximately 25 joyous, scenic miles of pleasure. The time will be set by an eight year old girl riding something smaller than a 450cc Husky. Course No. 2 is called the "Hot Shoe" course. Approximately 50 miles of rugged terrain. The time will be set by an attractive 30 year old house-wife riding a 2-wheel witch's broom. (Actual size machines and actual mileage of each course will be posted at starting line.)

The rider who comes closest to matching the time of the pace-setter on the course of his or her choice will be the winner of the trailer. Any tie will be broken on the basis of the poker hand drawn while riding the course.

The many other valuable prizes will be awarded on the basis of the poker hands drawn while riding the course. All prizes will be awarded approximately 3:00 P.M. Sunday. You must be present to win.

ENTRY:	MAIL ENTRY:	POST ENTRY:
17 years and older	\$4.00	\$5.00
16 years and under	2.00	3.00

Mail entries must be post marked before midnight, March 17, 1972!!!

SATURDAY March 25: Field events for trophies starting at noon.

SUNDAY March 26: Contest Day...First start at 7:30 A.M. Starting times will be assigned on a first come first served basis, on receipt of completed entry form and entry fee.

LOCATION: 30 miles north of Mojave, Calif. on highway 14. There will be a sign at the turn off from the highway. WATCH FOR THE SIGNS!!! THERE WILL NO NO LIME!!!

SILENCERS REQUIRED: Any rider without a silencer will not be checked in at any of the check points!!!

PIT RACERS: Any one caught riding fast or unsafely through camping areas or where there are people around will be disqualified from winning any of the prizes. There is plenty desert to race in. Don't do it where someone will get hurt!!!

TRASH: Please take it home with you!!! About 99% of the people did a beautiful job at the last event. (A big words of thanks to all who helped.) After the event the place looked like a desert instead of a trash dump. It made us proud of motorcycle riders.

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ENTRY FORMS: Write or call: **SMUGGLER TRAILER SALES INC.**
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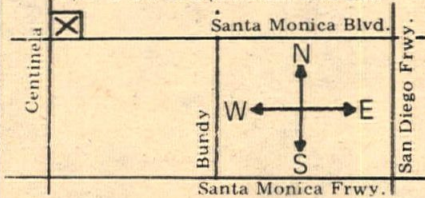


Welding

Porting

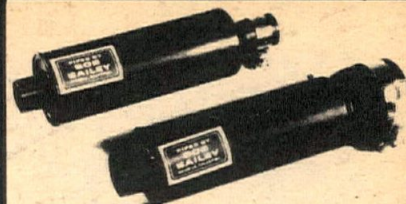
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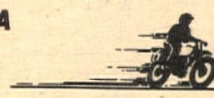
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For Entries and further information:
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Rider sign-up starts 5:00 pm Friday,
March 17, room in classes permitting.

Camping overnight in pit/infield

Concession stands open during all activities

1 CYLINDER, 4 VALVES, 5 GEARS, 250 CEECEES

HONDA XL250



The Honda does one thing better than any other production bike outside the BSA 500 MX: climb hills.

By Tom Culp

March, the old proverb says, comes in like a lion and exits like a lamb. Something like that. Well, in Southern California the little woolly marched in with days in the high 70's, beautiful, clear days that make any work a bummer for any motorcyclist, especially if you're working 50 feet from a shiny new motorcycle just made for chasing the sun. And a machine so new it has only been ridden by a handful of test riders, to boot. As I pass by it at least 25 times a day I pause to look for some reason to take it out of this drab dull everyday existence, into the hills, fields and forests where it more at home.

The latest Honda for the street/trail fans was just waiting for me to get a big handful and set sail on another day of all-out fun.

Three days had passed since I last fired it up and split out across the sandwash at Indian Dunes. The crowd that gathers at the sight of something as new as this watched, waiting for the big heavy four-stroke to part my command. Alas, I splashed into the water. I made it all the way across the big wide wash flat-out, way over my head, but I showed those four-stroke skeptics it really was not that big or heavy. It's not light, by any means. A good 300 pounds, gassed and ready to take on any rider.

Uh-oh. Hitting the water, I remembered what about water proofing. "Here's where I get off," I thought. Only I didn't. The 250 just sailed on through never missing a beat.

Great. Now for that big hill. I sent Dave - the photog up to capture the

DIMENSIONS

Overall Length	83.5 in
Overall Width	33.1 in
Overall Height	44.3 in
Wheel Base	54.5 in
Drst Height	32.3 in
Ground Clearance	7.5 in
Dry Weight	278 lb

FRAME

Type of frame	Semi-double cradle tubular type
F. Suspension,	Travel 6.7" Tele. fork
R. Suspension Travel	4.4 in. Swing Arm
F. Tire Size, type, Pressure	2.75-21 (4PR) Semi-knobby tire
R. Tire Size, Type, Pressure	4.00-18 (4PR) Semi-knobby tire
F. Brake, Sweep Area	19.5 sq. inch. Internal expanding shoe
Fuel Capacity	2.1 U.S. gal.
Fuel Reserve Capacity	0.5 U.S. gal.
Caster Angle	59.5 degree from horizontal
Trail Length	5.5 in.

ENGINE

Type	Air cooled, SOHC 4 valves, 4 stroke
Cylinder Arrangement	Single cylinder 10

inclined from vertical

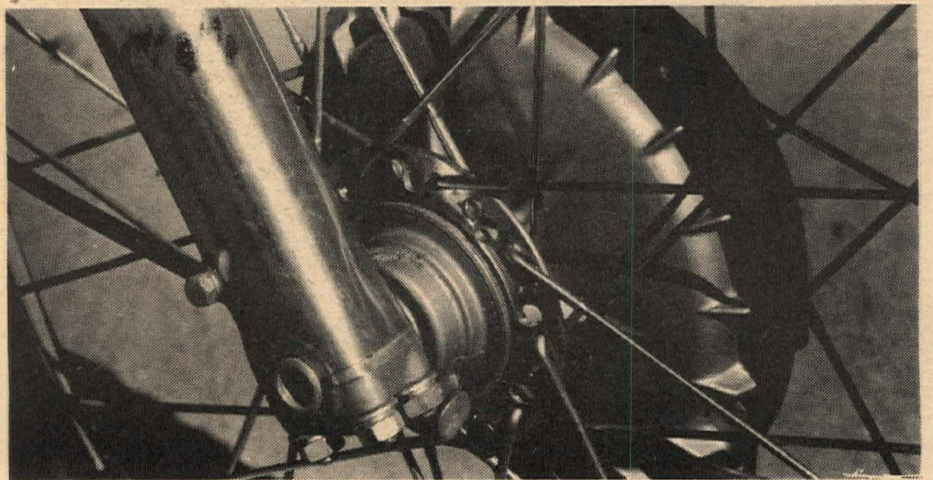
Bore and Stroke	74 mm X 57.8 mm
Displacement	248cc
Compression Ratio	9.1:1
Carburetor	Keihin PW-28
Valve Train	chain driv. over head camshaft
Oil Capacity	1.9 U.S. qt.
Lubrication System	Forced and wet sump
Fuel Required	Low-lead gasoline with 91 octane no. or higher, or reg. grade
Air Filtration	Oiled polyurethane foam
Engine Dry Weight (w/carb.)	84 lb

DRIVE TRAIN

Type of Clutch	Wet multi-plate type
Transmission	5-speed, constant mesh
Primary Reduction Ratio	3.125
Ratios: 1	2.352
Ratios: 2	1.666
Ratios: 3	1.280
Ratios: 4	2.000
Ratios: 5	0.806
Final Reduction Ratio	3.200:1

ELECTRICS

Type of Ignition	Flywheel magneto
Starting System	Kick starter pedal



Lightweight conical hubs and rims, the latest rage everywhere, can be found on the Honda. The bike needs to lose weight anyway, if the rider is to compete seriously.

great ascent for posterity. Up, up, and away. Not flat out, just an easy looping second-gear run to see what this bike had for steam. No problem. Continuing on climbing high above the valley along the fire roads used for the Viewfinders Grand Prix I had the feeling this four-stroker might make the grade.

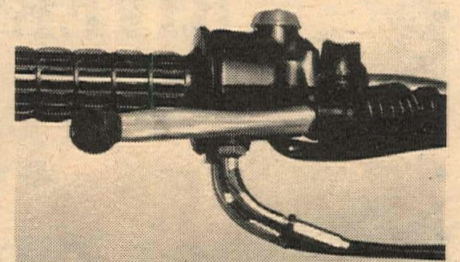
The engineers in the Land of the Rising Sun are catching on much quicker nowadays. The handling was proving to exceed what I had hoped for in a combination machine. Lugging around a 84-pound (dry weight) overhead cam engine would play havoc on any bike's handling, but Honda has succeeded. The use of the 21-inch front wheel helped get the weight back and lighter alloy rims front and rear improves matter.

These rims are shaped just like any steel rim and are finished in a light gray color. They look sharp, and are very strong, but not strong enough for a super fast desert ride.

As a combo bike, handling is right-on. Two more inches of wheelbase over the stock 54.5 inches would do wonders for the competition rider.

I am testing a dual-purpose bike and that is how I will grade it. Once you've raced a four-stroke you just can't let go of the hope of again seeing them campaigned again. This one has plenty of potential; just trim a lot of fat and give 'er the old 98-pound-weakening kit and you're ready. All this is going to cost bucks and time so you really have to want to ride a four stroke.

The frame builders and engine accessory folks are working in that direction. Taking into consideration the



Although it has one carburetor, it has two throttle cables. One of them pulls the butterfly open and the other one pulls it shut.

base price of around \$850 you could get a winner for what the more expensive two strokes are running.

Back to what the Honda is designed for. Now, what every rider is licking his chops for power. Power it has but not the instant gang-buster type you get from all two strokes. It's a more even, better-handled type. Tach it to the eight-grand redline and slip the clutch, no sweat. It's a strong one. If you're real quick you can get the jump on 'em, if not, don't worry. Second gear lifts the front wheel and you blow by. This is due to the new four-valve head, which gives quicker rpms.

The stock gearing is fine if you intend to ride a great deal of open road. It'll pull 70 easy in fifth. A gear ratio reduction should be first order of business for any serious dirt rider.

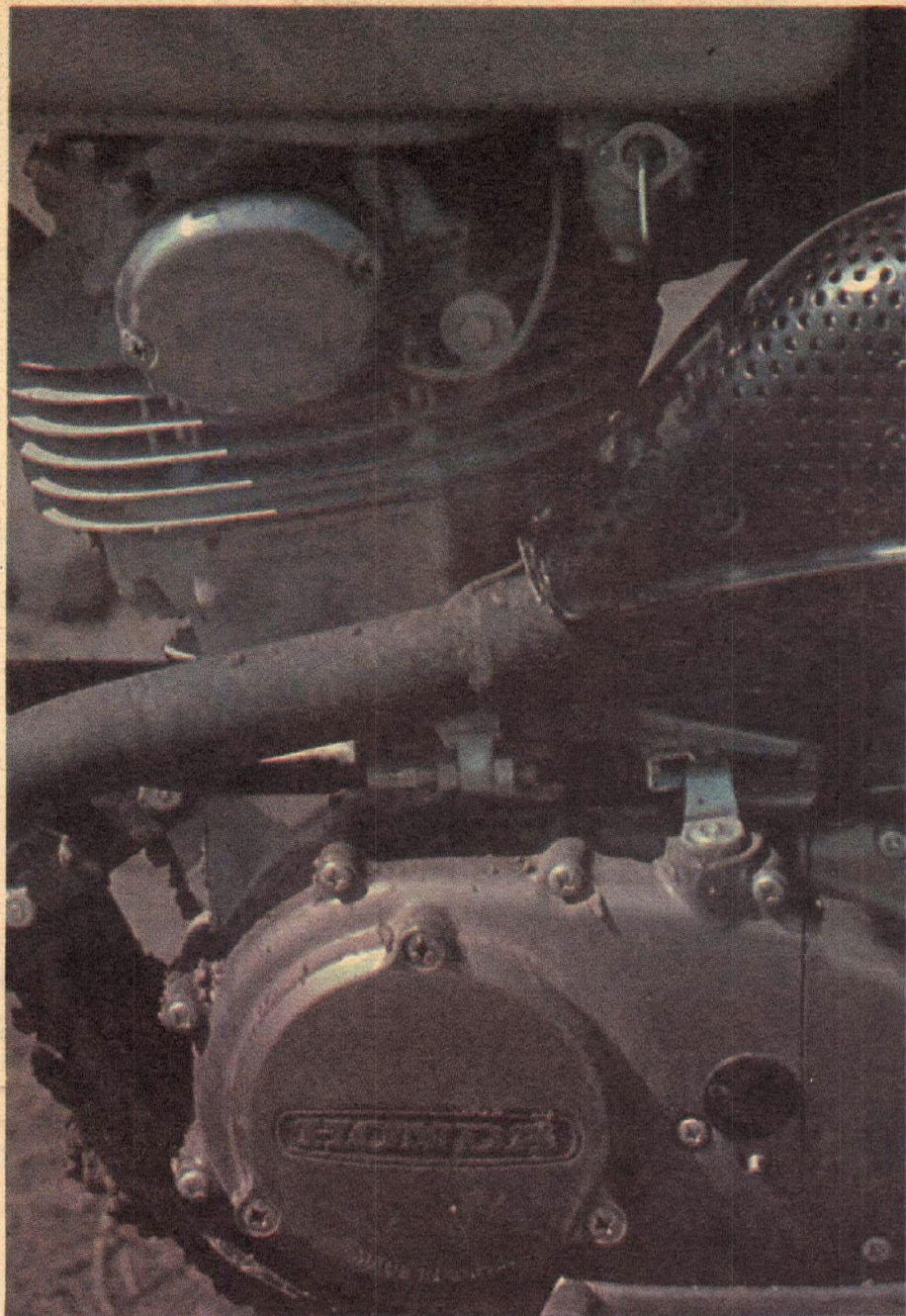
Shifting is the best in any bike I've ridden. After many hours of no-clutch banging, neutral came right in there every time I wanted it.

While in neutral, I'll relate a little story. Seems the photog, testing one of



The author spins some do-nuts. The ultra-manageable powerband makes such tricks a breeze.

Honda's Got the Ring-Dings on the Run



those half-a-lap-on-a-cylinder machines, fouled a plug. Being a nice guy, now I went to his assistance. The Honda's in neutral, right? Flip out the side stand (a sturdy, bulky piece of iron) lean her over, and offer an encouraging, "Fouled a plug, huh?" The Honda just sat there, murmuring sweet notes. Never missing a beat through all that foul verbiage.

Starting once again, we proceeded to play in the water, spinning doughnuts, blasting full bore in and out of the mud, across the sand and over jumps and just playing. Until I found the quicksand. Goosh, stopped dead. Sunk axle-deep. frame bottomed out. Hey, you guys help! Snicker, snicker. They got their

revenge. If you plan on riding enduros where mud can stop you, better have at least two friends along to help get you out. After all that mud and water I must point out the pegs and brake lever are both first-rate. The pegs are the claw type and are spring loaded. That brake lever is strong and you'd be hard-pressed to bend it. The shift lever is on the weak side and needs a large foot surface.

Honda has learned a lot about what it takes to go first class in the dirt. After all, they have been doing for street for quite a while. High-quality copies of Magura controls are used and the tach and speedo are quality-made and mounted. Between them is a knob, the



With the breathing level at the saddle, the XL250 can't be easily drowned. Lots of grunt pulls it through deep mud and sand.

choke. No more standing on your head to get going. The lighting appears to be adequate however, we did not get to use it as Honda didn't supply the bike with a license plate.

Not a nut or anything came loose during the test. We dropped it a couple of times, too. Just to see if anything would come off, of course.

The spec sheet calls for turn signals but we didn't get any. This could be explained by the fact that we were riding one of 12 pre-production bikes used for these tests and R&D work by American Honda. The first real public showing will take place at Daytona this week. The silver and black paint job set off by the massive single overhead cam engine will be the hit of the show down there. The rest of us will just have to wait till April 1, when about 4000 hit these shores, still won't be enough, though.

Meanwhile, here I am just looking at the bike, waiting for some more enjoyable hours of riding. Dave, get your camera. Off we went to Lions for a little motocrossing and sliding in the big open areas north of the course. The bike's out of its realm on the course but fun to ride there, anyway. You really don't feel the excess weight but the gearing is way too tall and the power comes on only when really revving. The

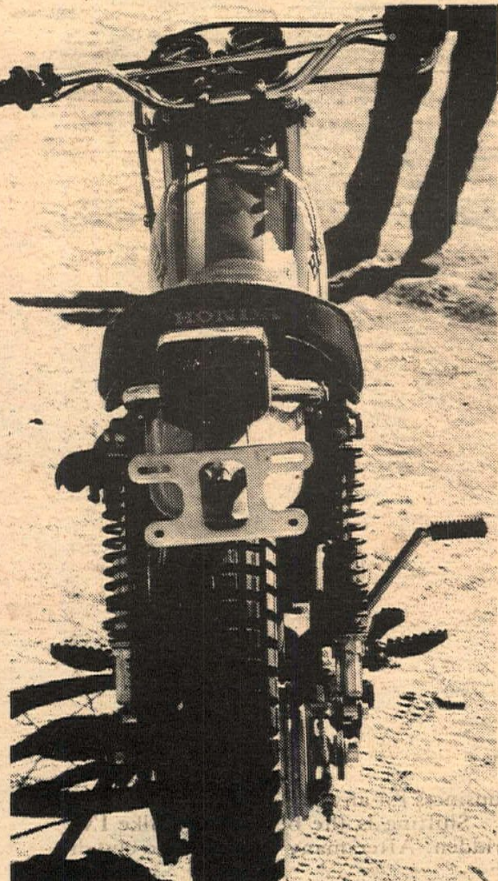
front end comes up easy enough and the jumps are handled fairly easy.

The lack of drive is overcome by the ability to go into corners much further before shutting off. Not very competitive, just fun. Moving to the flats, this is where the lightweight feels best. A good slider. You'll enjoy playing on it all day. As the sun sets you'll be still out there just tooling around wishing for some way of riding every day. The suspension in front is great but those rear shocks need help. Ground clearance is good and the pegs are all high enough to allow you more leaning than most of us care to do.

It is the most trouble-free dual-purpose 250 around. Not a racer of any type as it sits box stock, but a fun-and-easy-to-ride-anywhere machine. It's a Honda, and like all other Hondas, is often outstanding and never less than adequate in all areas it was designed for.

Remember, a Honda rider named Jack McLane is Grand National Enduro Champion and well set-up Hondas have won Baja. Honda has announced that it intends to campaign an off-road machine this year. This can be the bike that will win some.

March came in like a lamb this year and by the end of the month they will have the lion's share of the off-road market.



It even looks a bit chunky. The pegs are of superb design. The kickstarter folds away unnoticeably. The kickstand could get in the way and is heavy. One more note about the footpegs: The right one was about an inch farther forward of the left. Funny...

Photo by Paul Boudreau



One of the hardest things to do when riding the Honda 250 is to wipe that grin off your face.

100 EXPERT	
Del Brown	Hod
Tony Jacobs	Suz
Lamar Walker	Yam
125 EXPERT	
Peter Crandall	Pen
Bob Plumb	Hod
Dave Parker	Suz
200 EXPERT	
Kevin Croft	Suz
Bob Best	Bul
250 EXPERT	
Don Fuller	Yam
Phil McDonald	Hus
Gary Mikkelson	C-Z
OPEN EXPERT	
Bob Brown	Mai
Dennis Packard	Yam
Jerry Hill	Yam
100 AMATEUR	
Doug Brown	Hod
Brad Parker	Suz
250 AMATEUR	
Charles Reid	Suz
John Bouck	Pen
200 AMATEUR	
Ron Bouck	Yam
250 AMATEUR	
Finn Gurholt	Hus
Al Simonich	----
OPEN AMATEUR	
Tom Dickerson	Mai
Clarence Pollard	Hus
100 NOVICE	
Todd Harrison	Yam
125 NOVICE	
Henry Smith	Pen
200 NOVICE	
Dave Thurgood	----
250 NOVICE	
Jeffrey Page	Mai
OPEN NOVICE	
Jeff Adranz	

MOTOCROSS	
Clear Lake, Calif.	
Feb. 26, 1972	
By Dave C. Young	
100 NOV.	
Rick Nelson	Kaw
Jack Mather	Hon
125 NOV.	
Rick Golde	Pen
Pete Gelo	Yam
Richard Smart	DKW
125 AM.	
Jeff Sutton	Hon
Steve Doll	Bul
125 EX.	
Rick Clement	Pen
Mike McGowen	Pen
250 NOV.	
Jim Long	Ric
Bill Bolton	CZ
Leo Allen	Yam
250 AM.	
Steve Marsh	CZ
Vern Weldy	Hus
Dennis Drew	Bul
250 EX.	
Greg Hubbs	Bul
Ray Atkinson	Hus
Darrell Courtwright	Hus
OPEN NOV.	
Nick Sutgeon	Mai
Ben McDaniel	Hus
Steve Corcoran	Hus
OPEN AM.	
Bill Rainer	Mai
Rick Rickibar	Hus
Gene Price	Hus
OPEN EX.	
Jim Satone	Mai
Bill Onga	Hus
MOTOCROSS	
Sio-Pokes & Clear Lake MC	
Lake County, Calif.	
Feb. 27, 1972	
By James Brammer	
100 NOVICE	
Rick Nelson	Kaw
Jack Mather	Hon
125 NOVICE	
Rich Golde	Pen
Peter Gio	Yam
Richard Smart	DKW
125 AMATEUR	
Jeff Sutton	Hon
Steve Doll	Bul
125 EXPERT	
Rich Clement	Pen
Mike McGowen	Bul
250 NOVICE	
James Long Jr.	Ric
William Bolton	C-Z
Leo Allen	Yam
250 AMATEUR	
Steve Powell	Bul
Vern Weldy	Hus
Dennis Drew	Bul
250 EXPERT	
Greg Hubbs	Bul
Ray Atkinson (tie)	Hus
Darrell Courtwright (tie)	Hus
OPEN NOVICE	
Mickey Sturgeon	Mai
Benny Daniel	----
Steve Corcoran	Hus
OPEN AMATEUR	
Bill Rainer (tie)	Mai
Ken Rickabaugh (tie)	Hus
Eugene Price	Hus
OPEN EXPERT	
Jim Saltone	Mai
Bill Onga	Hus
Ron Kesler	Suz
SCRAMBLES	
Sprockets Park	
Bakersfield, Calif.	
Feb. 20, 1972	
By Sportphoto	
50 NOVICE	
Gar Salmon	Suz
Ricky Pierce	Suz
Vern Salyers	Suz
100 JUNIOR	
Mike Leming	Yam
Scott Randall	Suz
Gary Bloom	Suz
100 NOVICE	
Kim Shropshire	Suz
Jack Delliplaine	Hod
Ron Hardin	Yam
100 JR	
Mike Delliplaine	Hod
Ken Parker	Kaw
Steven Williamson	Yam
100 EX	
Bill Johnson	Suz
Jack Jones	Suz
Rod Salmon	Suz
125 NOV	
Allen Garrett	Yam
David Smith	Yam
Ed Prince	Yam
125 JR	
Ron Lessley	Yam
Paul Anderson	Yam
Oren Cook	Yam
125 EX	
Kyle Lessley	Yam
Curt Lange	Yam
Jack Martin	Yam
200 NOV	
Roy Pergeson	Bul
Leland Luttrell	Bul
Allan Walker	Yam
200 JR/EX	
Art Carter	Bul
Harold Andrews	Oss
Steve Gray	Kaw
250 NOV	
Don Warren	Bul
Jim King	Bul
Jim Christopherson	Suz
250 JR	
Fred Wells	Yam
Max Carpenter	Bul
Ron Neill	Mon
250 EX	
Jack Jones	Suz
Jim Keener	Bul
Randy Griffith	Oss
200 NOV	
John Oliveria	Yam
Don Head	Yam
Brian Williams	Hon
500 JR	
Bill Payne	Mai
Randy Gafner	Kaw
Stan Sweeney	C-Z
500 EX	
Mike Keener	Yam
Harvey Bakker	Mai
Jack Martin	Yam
OPEN NOV	
Chuy Blanco	Tri
George Dittle	Tri
Sam Eichart	Tri
OPEN JR	
Gene Jones	Tri
Mike Caylor	Hon
Walter Price	Tri
OPEN EX	
Tim Thomas	Tri
Rick Newby	Tri
Midge Griffith	Nor

HARE AND HOUND		
Desert Challengers		
Palm Springs, Calif.		
Feb. 5, 1972		
By Clark Kent		
M. L. Harper	*1	250
Jim Francis	*2	250
Jim Elkins	*3	250
Don Finer	*1	125
David Savage	*1	500
Ron Keeling	*2	125
Jim Redman	*4	250
Randy Reid	*5	250
Rich Walden	*1	100
Mac Douglas	*2	500
Keith Christianson	*3	125
Bill Romero	*3	500
Shorty Winkler	*6	250
Gene Davis	*4	500
Davoid Voight	*7	250
Keith Hodge	*4	125
E. W. Crother	*8	250
Robert Batson	*1	175
Gary Lane	*5	500
Alan Weeks	*2	100
Bob Weeks	*5	125
Dan Balcam	*6	125
Rick Emmal	*3	100
Gary Vinson	*7	125
Donnie Hullett	*1	70 MIN
HARE SCRAMBLES		
Manning Cycle Park, Utah		
Feb. 7, 1972		
By Terry Newfarmer		
OPEN EX		
Dave Blaylock		Hus
Lamar Walker		Yam
Clay Bundy		Yam
250 EX		
Preston Gerber		Bul
Gary Mikkelsen		Suz
Jon Henry		C-Z
200 EX		
Woody Harrelson		Bul
Lloyd Lawhon		Yam
Don Henstra		—
125 EX		
Peter Crandall		Pen
Cal Crosby		DKW
Dave Parker		Suz
100 EX		
Kerry Fowler		Yam
Tom Bacca		Hod
Frank Fokkema		Yam
Jody Hansen		Hon
OPEN AM		
Gene Christiansen		Hus
Larry Turpin		Yam
Art Mathews		Hus
250 AM		
Doug Johnson		Hus
Scott Gerber		Bul
Fred Schuman		Suz
200 AM		
Bob Spencer		Yam
Kent Kizarian		Kaw
Vincent Granods		Yam
125 AM		
John Bouck		Pen
Kay Walker		Dal-
Charles Reid		Suz
100 AM		
Rick Platts		Hon
Norman Parrell		Hod
Arlen Ault		Hod
OPEN NOV		
Joel Quinn		Suz
250 NOV		
Walter Linton		Suz
200 NOV		
Don Lawton		Suz
125 NOV		
Ken wilson		Suz
100 NOV		
Tod Harrison		Yam
SCRAMBLES		
All American		
Fremont Raceway		
Feb. 27, 1972		
By Bill Spencer		
650 EX.		
Bill Landsborough		BSA
Dennis Spence		Tri
Del Smith		BSA
650 JR.		
Raul Sanchez		Tri
Henry Sanchez		Tri
Ron Dotson		Tri
500 EX.		
Mike VanLienden		Mon
Larry Drew		Suz
Steve Foster		Bul
500 JR.		
Glen Hall		Hon
Ernie Vick		Suz
Bill Hardesty		Mai
500 NOV.		
Dave Rasmussen		Mai
John Geddis		Suz
John Hernandez		Tri
350 NOV.		
Pat Stripp		Bul
Ed Brown		BSA
Tony Licata		Bul
250 EX.		
Dennis Spence		Bul
Bill Budde		Bul
Larry Drew		Oss
250 JR.		
Rod Wartzok		Bul
Dave Dotson		Mon
Jim Hartbauer		Mon
250 NOV.		
John Solimine		Bul
Don Mikesell		Suz
Dave Butts		Bul
200 JR.		
Mike Lane		Bul
Rick Huggard		Kaw
200 NOV.		
Daryl Musto		Bul
Jim Crowell		Bul
Dave Nazzisi		Bul
175 NOV.		
Steve Graves		Bul
Eric Johnston		Bul
Tom Meyer		Bul
125 JR.		
Dan Castelhano		Hod
Rich Alquist		Yam
Gary Comphel		Pen
125 NOV.		
Bill Shura		Yam
Jim McMahon		DKW
Mark Protz		Bul
100 JR.		
Mike Murray		Suz
Randy Gibbs		Kaw
100 NOV.		
Dave Faria		Yam
Mike Faria		Yam
Jeff George		Hon

MOTOCROSS	
Sunnyside, Wash.	
Feb. 27, 1972	
By Mike Hanson	
14 & UNDER	
Chris Clayton	Suz
Mark Harris	Suz
Mike Luke	Hod
100	
Dave Cummings	Yam
Bruce Krogman	Hod
Steve Petty	Yam
125	
Don McIntire	Yam
Dave Kennedy	Yam
Mike Tobia	Yam
250	
Lee Simmons	Mai
Dave Cummings	Yam
Dan Lakey	Mon
OPEN CLASS	
Glen Lowrie	Mai
Don McIntire	Yam
Ron Koger	Mai
TT	
Beardsley Raceway	
Phoenix, Ariz.	
Feb., 27, 1972	
By Ned Said	
MINI NOVICE	
Galan Shawler	Yam
Marc Nuss	Yam
Billy Adams	Yam
MINI AMATEUR	
Earl Blose	Yam
Bobby Smallwood	Yam
Jimmy Morgan	Yam
100 NOVICE CLASS A	
Don Borgman	Yam
Jonnie Sellers	Yam
Rick Snapp	Yam
100 NOVICE CLASS B	
Debbie Selby	Yam
Tommy Musser	Hod
100 AMATEUR	
Bob Blose	Yam
Buck Burcham	Yam
Mike Higbee	Suz
125 NOVICE	
Glen Palmer	Yam
Tom Young	Yam
125 AMATEUR	
Bob Blose	Yam
Alan Watson	Yam
Bob Scott	Yam
125 EXPERT	
Larry Barrington	Yam
Cliff Allison	Yam
Bob Dias	Yam
250 NOVICE	
George Tunnell	Yam
T.J. Jones	Bul
Jim Jacobs	Bul
250 AMATEUR	
Tom Miller	Kaw
Mike Selby	Yam
Doug Dillard	Bul
250 EXPERT	
Tom Burcham	Bul
Jim Boat	Bul
Jaye Chaney	Bul
500 NOVICE	
Mike Jacobs	Yam
Scott Wilson	BSA
500 AMATEUR	
Gene Davis	BSA
Dave Stettler	Hus
Billy Shuman	Yam
500 EXPERT	
Cliff Allison	Yam
650 EXPERT	
Jon Sellers	Tri
Dave Stettler	Tri
Ken Kellebrew	Tri
MINI SWEEPSTAKES	
Jimmy Morgan	Yam
OPEN SWEEPSTAKES	
Pat Klein	Bul
Bob Blose	Yam
Rob Dameron	Mon
BUDDY RACE	
Larry Berrington/Marc Mitschelle	Yam
Ed Blose/Dan Swisher	Yam
Marlow Parks/Bill Hughes	Yam

EUROPEAN SCRAMBLES
Sand Sailors M.C.
Lancaster, Calif.
Feb. 20, 1972
100 NOV.
Jim Robinson
Chuck Gibson
Lee Caldwell
250 AM.
Mark McDonald
OPEN AM/EX.
Jack Kaplan
Gus Paull
175 EX.
Larry Upp
POWDER PUFFS
100
Mitzi Yates
175
D. Paull
SPECIAL AWARD
Gus Hinson
175 NOV.
Frank Keepers Jr.
Mike Powers
Dean Taylor
250 NOV.
IJim Stewart
John Logan
Steve Spragle
OPEN NOV.
Steve Casagrande
Jerry Vandellen
Joe Logan

MOTOCROSS
Delta Dirt Riders
Carnegie Cycle Park
Livermore, Calif.
Feb. 6, 1972
100 NOV.
D. Mullgaard
M. Stetler
F. Guerrero
S. Vohland *
125 NOV. DIV. 2
R. See
P. Crowell
J. Jones
125 NOV. DIV. II
S. Finley *
J. Melngin *
P. Coumas
125 AM/EX.
C. Cranke
H. Halback
A. Hanson
250 NOV. DIV. I
B. Willis
N. Cowe
M. Begell
250 NOV. DIV. II
R. Williams
R. Powell *
B. Kisch *
250 NOV. DIV. III
C. Volterweinder
D. Cooper
C. Coates
250 AM.
D. Stetler
C. Goodrich
K. Mathis
250 EX.
G. Hubbs
R. Powell
M. Ellis
OPEN NOV. DIV. I
D. Keinmuth
W. Birge *
G. Tuller *
D. Cook
OPEN NOV. DIV. II
J. Messervy
R. Johnson
B. McDaniel
OPEN AM/EX.
R. Self (Am)
P. Kildan (Am)
R. Schilling
* Tied

Yam



big T RET. 11.99

RACING GLOVES

*no bunching
velcro at wrist
reinforced thumb
brightly padded*

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Hollywood, Ca. 90038
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PROSPECTORS M.C. — European Scrambles
9/71, Hare Scrambles 12/71, Goldrush
Enduro 2/72. Manhattan Beach Property
Owners Hall, 540 Rosecrans, Manhattan Bch.
March 10 — 8 p.m. (213) FA 8-5214.



VIEWFINDERS G.P.

Indian Dunes
Valencia, Calif.
March 4-5, 1972
By John Bethea
100 NOV.
Steve Pinneri
Nick Hale
Pat Woods
Mike Mossman
George Elliot
100 JR/EX
Terry Clark
Preston Petty
Larry Roesler
Cordis Brooks
Bruce Ogilvie
175 NOV.
Bob Alderman
Danny Sanchez
Carl Wilson
Tom Grant
Butch Linden
175 JR/EX
Gene Cannady
Terry Clark
Mitch Mayes
Danny LaPorte
Cordis Brooks
250 NOV.

Hod
Hod
H-D
Yam
H-D
DKW
H-D
Hod
H-D
DKW
DKW
Yam
Yam
Puc
DKW
H-D
H-D
Ric
Car

Not available-under protest

250 JR
Jeff Wecker
Mitch Leonard
Randy Berkeley
Bob Brownell
Mike Jackson
250 EX
Gene Cannady
Jeff Wright
Jim Fishback
Al Baker
Rex Staten
POWDER PUFF
Joyce Soyka
Truddy Stubbs
Terri Levine
Patty Domay
Maxine Smith

CZ
CZ
Mai
Yam
AJ5
Yam
Puc
CZ
CZ
Ric
Ric
Ric
Pen

SUNDAY

500 NOV
Mike Harsh
Pat Young
Richard Ferrick
Kevin Burke
Paul Sorenson
500 JR
Jeff Wecker
Sherman Andrews
Marshall Jennings
Don Mardon
LARRY LUSE
OLD TIMERS
Joe Rose
Jesse Goldberg
Dana Wilson
George Alquire
Joe LaPorte
SIDEHACKS
Jim Stevens/Bob Sammer
J. Palfreyman/M. Tomlinson
Wasp
T. Massella/K. Krohn
T. Person/T. Darby
Ric Bell/Paul Bellows
500 EX
John DeSoto
Gene Cannady
Jim Wilson
Brad Lackey
Scott Smith
OPEN COMBINED
Dave Yaryan
Mickey Alzala
Al Baker
No. 17
Jerry Stondefer

—
Mai
Bul
CZ
Yam
CZ
Hus
Hus
Hus
Hus
—
CZ
Tri
DKW
Bul
Hus
Hus
CZ
Kaw
—
Tri
Tri
Tri
Ric

ENDURO

Chapparal
Lucerne Valley, Calif.
March 5, 1972
By Ron Schnieders
PROVISIONAL RESULTS
Bab Steffan Swpsts.
Dave Ekins A/LW
Gene Burcham A/HW
Jay Tullis A/HW
B. Menchen A/HW
Walt Baehr A/LW
Duane Martin B/HW
Dan Knous B/LW

Bul
Bul
Ric
Hon
Hus
DKW
Hus

HOT BIKE/NHRA

NATIONAL BIKE DRAGS
Lions Drag Strip
Wilmington, California
March 4 & 5, 1972
By Keith Arnold
TOP FUEL
Joe Smith
BEST ELAPSED TIME
Joe Smith
TOP SPEED
Boris Murry
TOP QUALIFIER
Leo Payne
TOP GAS
Heidt
BEST ET
Bill Hahne
TOP SPEED
Bill Hahne
COMPETITION ELIMINATOR
Ron Teason
STREET ELIMINATOR
Grant Hannah

9.35/166 H-D
9.08 H-D
168.22 Tri
9.18 H-D
10.13/136 H-D
9.57 Hon
148.41 Hon
11.32/125 Hon
11.39/117.8 Tri

MOTOCROSS

Arizona Raceways
Feb. 26, 1972
By Kent Nichols
OPEN EXPERTS
John DeSoto
Tim Hart
Bob Hershey
OPEN AM
Mike Paterson
Harold Bradford
Steve Wilkes
OPEN NOV
Tim Steelman
Ron Cowes
Joe Davis
250 EX
Tim Hart
Ron DeSoto
Billy Payne
250 AM
Randy Fredrickson
Daryl Tussing
Keith Mayberry
250 NOV
Tom Claire
Rich Nolte
Bob Garufel
125 EX
John Rice
Gary Hickerson
David Lasch
125 AM
Pat Walker
Boyd Mueller
Scott McAfe
125 NOV
Eric Hendricks
Jeff Sweet
Norman Wycoff

Suz
Mai
C-Z
Hus
Mai
Mai
Mai
Mai
Mai
Mai
C-Z
AJ5
C-Z
C-Z
C-Z
Yam
Puc
Puc
Yam
Suz
DKW
Suz
Yam
DKW
Suz

HARE SCRAMBLES

Rock Busters Annual
Feb. 13, 1972
100 NOVICE
Mike Maze
Bob Gabriel
Greg Weschmeyer
100 AMATEUR
Bill McDaniel
Frank Thompson
Don Dalton
125 NOVICE
Dennis Davis
Greg Grossan
Allan Thomas
125 AMATEUR
Jim Mulchahy Jr.
Scott Harden
Glade Mickelson
125 EXPERT
Casey Folks
Pat Friel
Ken Cameron
250 NOVICE
Richard Bunty Jr.
R. Angione
Bob Baxter
250 AMATEUR
Fred Hanson
Kim Tucker
Ben Maze
250 EXPERT
Robert Lee
Herman Kauke
George Wagner
OPEN NOVICE
Ron Bernard
Mark Habbeshaw
Erwin Golden
OPEN AMATEUR
Larry Ross
Cle Williams
Derle Walker
OPEN EXPERT
Max Switzer
Richard Miller
Gerald Blackford

Ric
Bul
Hod
Hus
Hod
Hus
Hus
Yam
Yam
Suz
Suz
Pen
Pen
Suz
Pen
Bul
Hus
Hus
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Yam
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Suz
Hus
Hus
Suz
Yam
Hus
Suz
Yam
Hus
CZ
Hon

CMC MOTOCROSS

Lions Drag Strip
March 3, 1972
By Buzz Baty
100 JR.
Jim Tabusa
R. Park
D. Ruiz
125 JR.
Hans Bergkamp
Ron Hamada
Steve Jackson
125 INT.
F. Joehnick
B. Blair
Scott Doornbos
125 EX.
Chuck Bowser
Dave Rodgers
Joe Scotland
250 JR.
C. Bradley
J. Cunningham
Chas. Leeper
250 INT.
Eddie Vrana
R. Nordyke
Randy Lester
250 EX.
Dave Pessy
Bill Payne
Bryar Holcomb
500 JR.
J. Langston
Dan McKenna
Terry McDonald
500 INT.
Chris Albert
William Inman
Larry Griggs
500 EX.
Bob Hershey
Brad Lackey
Dave O'Haver

Kaw
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Hod
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Bul
Yam
Pen
Bul
CZ
CZ
CZ
Bul
Oss
Mai
CZ
Suz
Tri
Hus
CZ
CZ
CZ

A.M.C. MOTOCROSS

Saddleback Park
Mar. 4, 1972
By Rich Hoffman
100 BEGINNERS
DIV. 1
C. Ross
K. Harper
D. Burkes
DIV. 2
A. Deacon
I. Sedler
J. Chwastyk
125 BEGINNERS
DIV. 1
M. Riley
D. Eropkin
B. Myers
DIV. 2
S. Rour
A. Bradford
B. Ybarra
125 NOV.
J. Miller
250 BEGINNERS
DIV. 1
C. Woody
L. Golding
M. Freeman
DIV. 2
J. Kramer
D. Fruh
D. Roll
250 NOV.
K. Andrew
500 BEGINNERS
DIV. 1
S. Still
J. Hill Mai
S. Dickey
DIV. 2
G. Taylor
D. Orozco
500 NOV.
J. Beldinck
R. Nicholaides
J. Sznesler
MINI
J. Gardner

Hod
Yam
Bul
Yam
STe
Yam
CZ
Bul
Yam
Bul
DKW
DKW
Yam
Yam
Oss
Yam
Ric
Oss
Yam
Mai
Hus
Suz
Suz
Yam

MOTOCROSS

Rio Bravo Motocross Park
Houston, Texas
Feb. 27, 1972
By Janet West
100 NOVICE
Dean Hendrickson
Tommy Knight
Brian Clifford
125 NOVICE
Ferris Fain
James Aaron
Anthony Salazar
250 NOVICE
Ross Hightower
Terry Moore
Jimmy Keaball
OPEN NOVICE
Tommy Denning
Tom Dunklin
125 EXPERTS
Steve Hackney
Jerry Frederick
Rob Riggs
250 EXPERTS
Fred Hanna
Robert Tuggle
Mike Guldry
OPEN EXPERTS
Brian Fox
Doug Maxey
Bob Graham

Yam
Yam
Yam
Yam
Ric
Oss
Yam
Mai
Hus
Suz
Suz
Hus
Yam

EUROPEAN SCRAMBLES

Sand Sailors M.C.
Lancaster, Calif.
Feb. 19, 1972
100 NOV.
Lee Caldwell
Paul Brown
L. Darland
POWDER PUFF
100
Mitzi Yates
175
D. Paul
OPEN NOV.
Steve Casagrande
Todd Cornish
Stuart Goodell
OPEN AM/EX.
Jack Kaplan
Gus Paul
Jim Drake
100 AM.
Don Eide
250 NOV.
Ray Anderson
John Logan
Dick Weinbrandt
175 NOV.
Frank Keepers Jr.
Jim Saunders
Mike Powers

Hod
Hon
Hod
Suz
Hod
Hod
Yam
Bul
Yam
Bul
Bul
Pen
Mon
CZ
Bul
CZ
CZ
Bul
CZ
Hus

MOTOCROSS

Corona Raceway
Corona, Calif.
March 4, 1972
By Buzz Baty
MINI-CYCLE
Brad Dutoit
Harry Warr
Mark Burchfield
100 JR. DIV. 1
Tom Burmeister
Tom Gildea
Ron Bragdon
100 JR. DIV. 2
Tom Bragden
Jeff Blix
Jim LaTendresse
125 BEG. DIV. 1
Bob Hoover
Gregg Gibboney
Don Bridgewater
125 BEG. DIV. 2
Doug Bradbury
Dave Kampling
Rocky Napier
125 JR.
Shawn Huffman
Barry Nackos
J. Sharp
125 INT.
Mike Paulsell
125 SR.
Bruce Baron
Bruce Baron
John Volkman
250 BEG. DIV. 1
Gary Doleshal
Kirt Amling
Mike Gunderson
250 BEG. DIV. 2
Walt Pollock
Ray Sidd
Tom Full
250 JR.
Mark Tye
Dennis Hazlett
Bill Henderson
250 INT
Mike Yorba
250 SR
Mike Runyard
Bruce McDougal
Morris Malone
500 JR
Dave Bradley
Greg Burns
Rick Napier
500 INT
Gary Griffing
500 SR
Brad Lackey
Mike Cram
Bruce Torbett

Yam
Yam
Hon
Hod
Hod
Yam
Yam
Yam
Suz
Pen
DKW
Bul
DKW
Yam
Yam
DKW
Oss
Yam
Pen
Pen
Bul
Yam
Hus
Yam
CZ
Hus
Bul
Yam
Yam
Bul
Mon
Yam
AJ5
Hus
BSA
Hus
Mai
CZ
Mai
Hus

ACA MOTOCROSS

Carlsbad Raceway
March 5, 1972
100 JR.
Ric Roberts
Ken Miller
Craig Myers
100 INT.
John Atwood
Rick Rogers
125 JR.
Vince Balch
Dean Isley
Stephen Dahlstrom
125 INT.
Jeff Vidic
Chris Jackson
Rick Bean
125 SR.
Bruce McDougal
Leonard Mellgren
Don Weeks
250 JR.
Martyn Widgery
Erik Strommer
John Vestmyer
250 INTER.
Greg Allen
Dirk Wambold
Richard Grafton
250 SR.
Bill Urban
Bruce McDougal
David Boydston
500 JR.
Tim Dailey
Jack Habel
Bob Dunsire

Hod
Kaw
Kaw
Hod
Ric
Puc
Puc
Pen
Pen
Pen
Pen
C-Z
Pen
CZ
CZ
AJ5
Bul
CZ
CZ
Yam
AJ5
CZ
Mai
CZ

CMC MOTOCROSS

Saddleback Park
Irvine, Calif.
March 5, 1972
By Rich Hoffman
100 JR.
B. Pincott
K. Jenkins
R. Mijer
125 JR. DIV. I
R. Ruckman
S. Beaker
H. Bergkamp
125 JR. DIV. II
M. Trips
R. Jay
T. Shepherd
125 JR. DIV. III
J. Maeda
W. Sutton
W. Marcotte
250 JR. DIV. I
J. Miley
W. Luttrell
D. Kuntor
250 JR. DIV. II
P. Santorelli
M. Maruniak
T. Taki
250 JR. DIV. III
R. Mullin
D. Bakkedahl
H. Schmidt
500 JR.
G. Griffing
B. Thompson
B. Burroughs
125cc INT.
G. Blazek
K. Freeman
J. Beck
250cc INT.
S. Sutter
L. Schulz
M. Samuelson
500 INT.
E. Duncan
C. Howell
J. Bushi
125 EX.
B. Baron
R. Myers
K. Cook
250 EX.
M. Runyard
J. Derhammer
G. Mosier
500 EX.
G. Harris
D. Smith
M. Anderson

DKW
Hon
Bul
Pen
Bul
Bul
CZ
Bul
Yam
Bul
Bul
Suz
Mai
CZ
CZ
Yam
CZ
Mon
Mai
CZ
Mai
Mai
CZ
Bul
Bul
CZ
Bul
CZ
Ric
CZ
Hus
Mai
Pen
Bul
Bul
Mon
CZ
Mai
Hus
Mai
Hus

MOTOCROSS

El Toro
March 3, 1972
March 3, 1972
By Lowell Stolze
SCHOOLBOY
Jeff Ward
Brad Dutoit
Mark Shader
100 JR. DIV. I
Ken Smith
Phil Nyland
David Bunch
100 JR. DIV. 2
John Clark
Axior Collins
Axiore Hegel
125 JR. DIV. I
Paul Nyland
Norm Bigelow
Ty Scott
125 JR. DIV. 2
Brad Salata
Don Smith
Don Harchar

Yam
Yam
Hon
Yam
Hod
Kaw
Yam
Yam
H-D
Pen
Bul
Yam
Yam
CZ
Mai
CZ

500 INTER.

Bill Shonnard
John Miller
Charles Collins
500 SR.
Rob Norgaard
Tom Darrah
Walt Axthelm

CZ
Mai
CZ
CZ
Hus
Mai

HANGTOWN HAPPENINGS

John DeSoto is going to conduct a motocross school on the Friday preceding Hangtown. The fee is \$10.

As we reported last week a Steen's minibike will be given away to an advance ticket holder in a drawing.

Factory participation is high. Many have entered teams and Hodaka is giving a (surprise) Hodaka away to the highest placed 100 Novice on, you guessed it, a Hodaka.

More information on the April 2-3 event may be had by writing: DDNMC, 1301 Sheffield Way, Roseville, Calif. 95678 or phoning 916/783-5676.

CRC, A NEW NOVICE CLUB

California Racing Club, headquartered in Riverside, California, will promote races geared toward the beginner and novice rider. Experts will not compete. They plan to run all classes, including mini-bikes, powderpuff, and special classes for those under sixteen (16) years of age and over thirty-five (35) years of age.

Races will be run on a course that will be safe enough for beginners to ride. The first race will be a motocross at Deadman's Point in Apple Valley on March 12.

A complete race schedule will be announced soon.

Membership in CRC is not required to race. However, club members will be able to take advantage of race discounts. 1972 club membership is \$5.

For information, phone or write CRC, 6625 Dorinda, Riverside, Calif. (714) 688-1291 or (213) 830-7519.

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calendar

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(Continued from page 2)

MOTOCROSS, Reach Out Rialto, Rialto, Ca. off Highland Ave. Gates 7 am, race 9 am. \$5 mail, \$6 post. Free gate to mail entries. Cash to Experts. Box 671, Rialto, CA 92376. 714/875-2698.

ICE RACES, Dusters. Rainbow Falls, Woodland Park, Colo.

POKER RUN, Napa MC, Catania's Pizza Parlor, Silverado Trail & Spring St. on State Rt. 121. Trophies. Sign 9. Start 11. \$2 enter. 707/224-5182, 707/226-7978.

MOTOCROSS, Sand Hills. Strasberg, Colo. SRAC pts.

ICE RACING, Dusters. Rainbow Falls Park between Woodland Park & Deckers, Colo. Sign 10 am, race noon. 303/633-9840, 473-3277.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. \$3 race, \$1.50 watch. 713/482-7551.

HRA TT 1/2-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10. \$2.50 per class. \$1.50 gate. HRA points. 714/246-6109.

MARATHON, Fremont Rcw, Fremont, Ca. 125, 250, Open. 415/322-1514.

CMC MX, Saddleback Park, Ca. Jrs: \$5 mail (3/14), \$10 post. Srs: \$10 mail, \$15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

MX, Yuba-Sutter. Under the E St Bridge, Marysville, Ca. Sign 7, race 10. \$3 ride, \$2 watch. 916/673-7767.

HARE SCRAMBLES, Buzzards. Lined from 4 Corners (Hwys 395 & 58) Trailbikes all the way. D-37 pts. 10 am.

SMALL BORE ENDURO, NRWRA. 125cc & under. Lined from US 66 & Central Barstow off-ramp. 2-40 mi loops. 8 am start, E-Z ride. \$6 mail, \$7 post, add \$1 for each team member. (Family Fun Hint: have Dad, Mom, Junior, & Sis make a team!) 2 SASE to Box 2241, Cypress, CA 90630. 714/828-3790.

MX, Grippers. Elsinore (Ca) Rcw, \$5 mail (3/16), \$8 post. Sign 7:30, race 9:15. D-37 pts. 7231 Monroe Ave, Buena Park, CA 90620. 714/828-4389.

SCRAMBLES, Shasta M.C., at Happy Valley Raceway. Daytime.

HARE SCRAMBLES, Richmond Ramblers, at the foot of Garrard Blvd., Richmond, Ca. Rain or shine. Sign 11:30. Race noon. \$4 enter. Watch free. 415/235-6505.

SCRAMBLES, Oakdale M.C., Pioneer Rodeo Grnds., 9600 Pioneer Ave., off highway 120, btwn. Oakdale & Escalon. Lined from both. \$2.50 ride or watch. Tykes free. Sign 8. Prac. 9, race noon.

ROUGH SCRAMBLES, SRMC, Crazy Horse Canyon, Salinas, Ca., sign 7. Prac. 8, race 10. \$2.50, ride or watch. Tykes 50 cents. No minibikes. No poison oak. 408/422-9809.

MOTOCROSS, Cloverfield Airport, Friendswood, Tex. Sign 8. Race 11:30. \$3 ride, \$2 watch. Tykes free. 713/482-7551.

MOTOCROSS, Muntz Park, Moorpark, Ca., Jrs: \$6 mail, \$8 post. Srs: \$8 mail, \$10 post, watch \$1.50. 805/529-2371, 213/987-3131.

CMC MOTOCROSS, Escape Country, El Toro, Ca. Jrs: \$5 mail (3/14), \$10 post. Srs: \$10 mail, \$15 post. Box 1402, Costa Mesa, CA 92626.

MOTOCROSS, CMC North Carabela series. Carnegie Cycle Park, Livermore, Ca. Sign 7. Race 9:30. 408/736-5660, 415/846-3510.

MOTOCROSS, Reach Out Rialto, Rialto, Ca. off Highland Ave. Gates 7 am, race 9 am. \$5 mail, \$8 post. Free gate to mail entries. Cash to Experts. Box 671, Rialto, CA 92376. 714/875-2698.

GRAND PRIX MOTOCROSS, A.C.E. Indian Dunes Park, Valencia, Ca., all classes. \$5 mail, \$8 post. Box 174, Newhall, Ca. 91321. 805/259-8007.

USMRC TT/FT, El Toro (Ca) Spdwy, 2:30. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

HILLCLIMB, Campbell MC, Carnegie Cycle Park, Livermore, Ca., 415/581-1256, 846-3510.

MONDAY, MARCH 20

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FRIDAY, MARCH 24

USMRC MX, El Toro (Ca) Spdwy, 7:00 pm. \$5 post. Cash to Expert. Box 1027, Pomona, CA 91769. 714/985-3149.

SATURDAY, MARCH 25

PRO INDOOR SHORT TRACK, Lubbock Municipal Coliseum, Lubbock, Tex. \$1200 purse. Qual. 5, race 8. 806/374-1142.

AMC MX & CLASS, John DeSoto. Saddleback Park, Ca. \$5 mail, \$10 post. 9:30 am. AMC membership: \$5 to Box 663, El Toro, CA 92630. 714/830-7646.

SUNDAY, MARCH 26

ROAD RACE, AFM. L.A. County Fairgrounds, Pomona, Ca. Info & entries: 415/467-5063.

MOTOCROSS, Southwest MX Park, Lockhart, Tex. Box 538.

CMC MX, Rawhide Park, Elsinore, Ca. Jrs: \$5 mail (3/21), \$10 post. Srs: \$10 mail, \$15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

GRAND PRIX MOTOCROSS, A.C.E. Indian Dunes Park, Valencia, Ca. \$5 mail. \$8 post. Box 174, Newhall, Ca. 91321. 805/259-8007.

MOTOCROSS, CRC, Elsinore Raceway, Elsinore, Ca., Beginner & Nov. only. Powder Puff, minis, age classes. Gate 7. Race 9. \$3.50 ride, \$1.50 gate. 714/688-1219. 213/830-7519.

MOTOCROSS, PACIFIC AMA, Carnegie Park, Livermore, Ca., 3rd of series. \$2000 purse. 415/581-1256 or 846-3510.

MOTOCROSS, LVMC, Las Vegas Speedrome (2 mi. north of Nellis Air Base), Nev. Sign 7:30, prac. 9. Race 10:30. \$5 ride. \$2 watch. Tykes free. 734-6703.

WILD HARE SCRAMBLES, HBMC. Lined N of Four Corners on Hwys 395 & 58. 10 am. D-37 card req'd. D-37 pts. Lots of trophies.

USMRC TT/FT, El Toro (Ca) Spdwy, 2:30. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

HARE & HOUND, Rimbenders. Motorcycle Racers of Nevada.

ACA MX, Saddleback Park, Ca. \$5 mail (3/24), \$10 post. Prac 8 am, race 9. 926 W Upland, CA 91786. 714/982-7370.

MX, Oasis Int'l Rcw, Hwy 20 between Williams & Clearlake in Lake Co. Sign 7, race 10. \$4 ride, \$2 watch. Entries close 3/20. 43 Soda Bay Rd, Lakeport, CA 95453. 707/263-6850, 263-5049.

MX, Washoe Co Frngds. Sign 4 pm Sat or 7:30 am Sunday. Race 10. \$4 mail (3/20), \$5 post. Make checks to Al Lockett, Inc. Send bread to Larry Urrutia, 2340 Pauline Ave, Sparks, Nev 89431. 702/323-6055.

ROUGH SCRAMBLES, 395 Cycle Park, Adelanto, Ca. Ultras & LW sign 7, race 9. HW sign noon. \$2 ride, \$1.50 gate. 714/246-6109. D-37 pts.

MOTOCROSS, Freemont. Florence, Colo. SRAC pts.

WILD HARE, HARE SCRAMBLES, Huntington Beach. Trail novs all the way. 10 am. Marked from 4 Corners, Hwys 395 & 58. D-37 pts.

TT SCRAMBLES, Boulder Ridgerunners. Coal Creek Raceway, between Wadsworth & Valley Hwy, Boulder, Colo.

THURSDAY, MARCH 30

TT AND FLAT TRACK, Trojan Speedway, South Gate, Ca. 7:30 pm. Admission \$2.

PRO-INDOOR SHORT TRACK, Portland Memorial Coliseum, Portland, Ore., \$3000 purse. Prac. 7:30, race 8. Box 4587, Newport Beach, Ca. 92664. 503/235-8771.

FRIDAY, MARCH 31

ANGLO-AMERICAN & BRITISH CHAMPIONSHIP ROAD RACES. Brands RC, 50 Brook Rd., Northfleet, Kent, England

USMRC MX, El Toro (Ca) Spdwy, 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

SATURDAY, APRIL 1

INDOOR SHORT TRACK, Washoe Co Frngds. Pavilion Bldg, Reno, Nev. State championship series. \$2 ride, \$2.50 watch. 8 pm. 702/323-6055.

USMRC TT/FT, El Toro (Ca) Spdwy, 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

SAT. & SUN., APRIL 1 & 2

MOTOCROSS, Dirt Diggers North. Plymouth, Ca. 40 mi E of Sacramento on Hwy 16; 13 mi N of Jackson on Hwy 49. Sportsmen Sat.: \$5 mail, \$15 post. Pros Sun: \$15 mail, \$50 post. (Post entries only if there is room, which there probably won't be.) Entries close March 15. Box 338, Orangevale, CA 95662.

SUNDAY, APRIL 2

GRAND PRIX MOTOCROSS A.C.E. Indian Dunes Park, Valencia, Ca., \$5 mail \$8 post. Box 174, Newhall, Ca. 91321. 805/259-8007.

MOTOCROSS, SRAC, Berthoud, Colo.

SHORT TRACK, SRAC, Florence, Colo.

APRIL FOOL'S CHASE, Lined from Ocotillo Wells, Hwy 86 & 78. \$5. Start 10. Dist. 38 pts. 140 mi one way. Box 82, Escondido, Ca., 92025. 714/747-4327.

THE HELP - LARRY - McCLELLAN - AND - WIN - A - YAMAHA - DT2 - ENDURO - TYPE TRAIL RIDE, Stumpjumper. Other prizes, too. \$5 mail, 1133 Sierra Ave, Santa Ana, CA 92707. 714/557-0754.

ACA MX, Carlsbad, Ca. \$5 mail (3/31), \$10 post. Prac 8 am, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370. Bultaco Series.

WED.-SUN., APRIL 5-9

SIXTH ANNUAL INT'L SPORT CYCLE EXPOSITION. '72 models, customs, racing bikes, exhibits, movies, other goodies. Also, the Spanish Cup Trials. Cow Palace, San Francisco, Ca. Other events listed below. 415/873-2038.

WED. & THURS., APRIL 5 & 6

SPEEDWAY, Cow Palace, San Francisco, Ca. 415/873-2038.

FRIDAY, APRIL 7

SHORT TRACK, Cow Palace, San Francisco, Ca. Dirt. 415/893-2038.

SATURDAY, APRIL 8

SHORT TRACK, Cow Palace, San Francisco, Ca. Dirt. 415/873-2038.

HOTEL LUCERNA 250 OFF-ROAD RACE. Baja Racing Assn. \$250 enter. 903/762-2948.

USMRC TT/FT, El Toro Spdwy, Ca. 7 pm. \$5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

SUNDAY, APRIL 9

MX, GNG. Lined S of Carson City, Nev. \$1000 series purse. Sign 6, race 9. Nov \$5 mail, \$7 post. Am-Ex \$10 mail, \$12 post. 1355 S Wells Ave, Reno, Nev 89502. 916/544-8509.

MX, Redwood Acres, Calif.

ENDURO, Sierra 100. 3 mi NE of Oakhurst on Hwy 41, Madera, Ca. \$6 mail, only. \$1 per rider for 3-man teams. Send 2 SASE to Sierra Enduro's, c/o 1720 Jennings St, Ave., Madera, CA 93637. 209/674-7160.

MX, Lompoc Slo-Pokes. Spillway Park, Santa Maria, Ca. Jct 166 at B.way off-ramp. Signups close 8:30, race 9. \$3.50 post, \$1.50 gate. Camping, D-35 pts. Silencers. 805/736-6362, 735-1177.

CMC MX, Carlsbad (Ca) Rcw, Jrs: \$5 mail (4/4), \$10 post. Srs: \$10 mail, \$15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

SPANISH 250 GRAND PRIX MOTOCROSS, F.I.M., Barcelona, Spain, 10 am.

ENDURO, Sierra, 3 mi East of Oakhurst on Hwy 41, Madera, Ca. \$6. Mail entry only. 2 SASE's. 1720 Jennings Ave., Madera, Ca. 209/674-7160.

NRVR HARE SCRAMBLES, lined from US 66 fwy & central Barstow off-ramp (Barstow Rd.), start 10. \$7 post. 80 mi. Box 2241, Cypress, Ca. 90630. 714/828-3790, 213/860-0990.

PROFESSIONAL SHORT TRACK, Cow Palace, San Francisco, Ca. \$2,100 (min) purse. 415/873-2038.

MINIBIKE RACES, SCMKA, Saddleback Park. 714/834-6083.

POKER RUN, SCMA, Thorp's H-D, 820 18th St., Bakersfield, Ca. \$4, Tykes \$2. 25 cents more for non-members. Sign 8-10. 805/831-7766. 325-3644.

ROAD RACE, AFM. Orange County Int'l Raceway. Entries & info: 415/467-5063.

THUR.-SUN., APRIL 14-16

CUSTOM CAR AND MOTORCYCLE SHOW, Tridents and Cycle World mag. Gawk at your favorite scooters and later check out the cars. ("Cars" are novel four-wheeled vehicles that are totally enclosed, clumsy to operate, and expensive to maintain.) Info: Box 400, Maywood, CA 90270. 213/589-1675, 588-4551.

SUNDAY, APRIL 16

125-MILE NATIONAL ROAD RACE, Road Atlanta, Ga., \$20,000 purse.

MRA MX, Medford (Or) MX Park on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. \$2.50 entry, \$2 pits, \$1.50 adm.

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19th - Escape Country
(Anniversary Series)

26th - Rawhide Park

Apr. 2 - Saddleback

Apr. 9th - Carlsbad

SILENCERS MANDATORY. \$5 mail entry, \$10 post entry for Juniors & Intermediates. \$10 mail, \$15 post, Expert, per class. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 6:30, practice 7:30, sign-up closes 8:30 - racing starts 9:00 am. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, Ca. 92626.

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9 - end of races on Sunday

SACHS FANS: Neutralize All Those Neutrals

By Ron Schneiders

Mention any brand of motorcycle at a bench racing session and you'll get a statement from someone to the effect, "Oh, that's a great bike but..." And following the "but" will be a statement about the bike's weakness that everyone has heard at least a dozen times. The story always has some basis in fact, but years of stories, retold and recirculated, exaggerated and embroidered, have made the final version (until next week) highly unreliable. Thus you have some bikes with frames that "break", some that "don't handle," some who's brakes don't work "for weeks" after having been wet. Sachs and Zundapps "don't shift."

The "don't shift" is exaggerated. Unless there's actually something badly worn or broken, it's more a case of reluctance to shift quickly. Even more common is a tendency to shift too quickly in some instances with the result that the desired gear is bypassed completely and the engine winds up screaming in neutral.

One tuner asks the question in his advertising, "Does your Sachs have a gearbox full of neutrals?" If it does, it's strong because even those with significantly misadjusted shifter mechanisms only have on neutral, but

it's a bit too easy to find. And finally, the problem seems to have been cured for all practical purposes after engine No. 6318-754.

Suppose however, that you have an earlier Sachs (or Zundapp), they're about the same). You have three possible choices. Each method has its advocates and the exponent of each method is quite ready to tell you why his method works and the others don't. Each also has many satisfied customers running around, including many good racers.

Method 1 we might call the super-critical adjustment method. The premise here is that the shifting mechanism is basically okay, but it must be adjusted correctly. A leading exponent of that method is Ken Peterson, a tuner who works for Cole Bros. in North Hollywood when he isn't making go-fasters on his own. His method works well to a point. I found that with a Peterson-adjusted shifter I wouldn't miss more than one or two shifts in a long enduro, but they would invariably be crucial ones, usually three quarters of the way up a steep hill jammed with traffic. Two missed shifts in a long enduro is certainly not enough to fault the adjustment, but for a guy who wants to win it's not really

acceptable either.

The Sachs has another characteristic that's sometimes a problem. It's very stiff when shifting up in the higher gears without the clutch. Try to shift up quickly without the clutch, say, in a snadwash where you're trying to get on top, and you might find that nothing happens. The problem is that you didn't apply enough toe pressure. There's nothing wrong with the adjustment. But the amount of toe pressure required is often beyond normal people's capabilities. The critical adjustment method doesn't do anything for that. For those who use the clutch and are basically trail riders or street riders, a critical adjustment will be perfectly satisfactory. Racers and serious enduro riders will find it less satisfactory, but might live with its shortcoming because it is the cheapest way out: as little as \$10 if the parts are in good shape and the mechanism doesn't require a complete overhaul. Call Ken Petersons at (213) CH 9-7315 if you're interested.

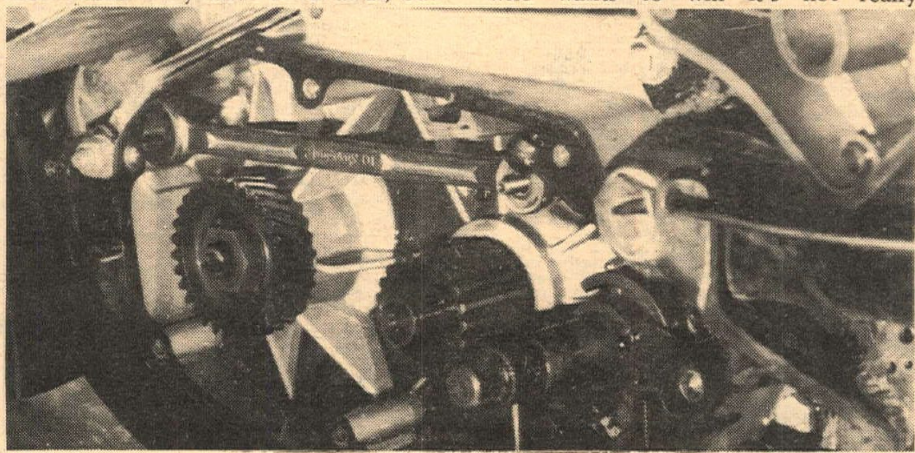
Method 2 is called the "Koba" method. It was developed by Steve Kolseth and Walt Bachr and it is based on a spring-loaded selector rod that can be purchased as a kit for \$37.50. Installation is an additional \$20. How good is it? I don't know. Maybe we'll check it out in a future article. The telephone for KOBA is (213) 327-0310.

Method 3 was developed by E.C. Birt. We might call it the modified selector rod method. It's illustrated in the photos. E.C.'s theory is that by making a more gangle slope on the edge of each detent, the transition from one gear to the next will be much easier. In easing the edges of the detents, he also

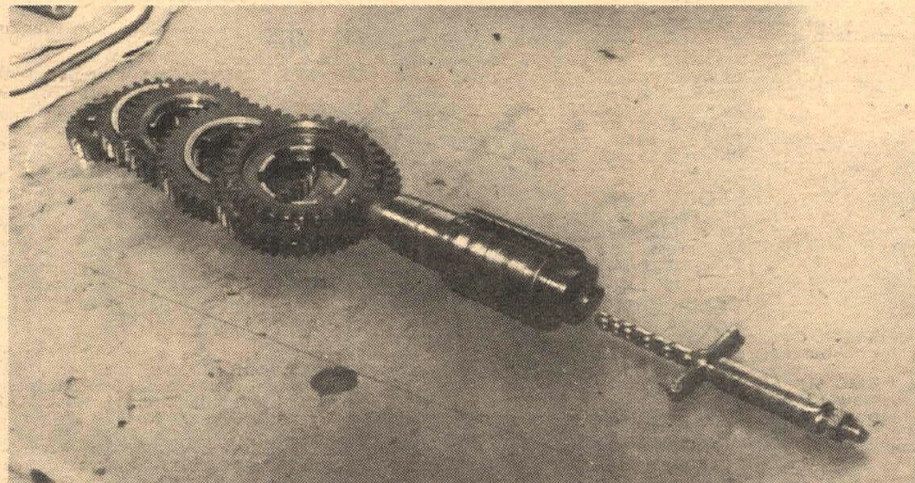
reduces the flat area between the detents to almost nothing. The theory here is that with no flat area, the mechanism can't hang up between gears, in a false neutral. E.C. also stresses the need for a precision adjustment after the machining is completed.

E.C. is a very careful workman. He ensures that the selector rod is ground just so and then polished to a mirror finish. Removing the selector rod without splitting the cases is a trick that the factory says can't be done, but everybody knows it can and knows how to do it. Not many, though, have gone to the trouble of grinding a special wrench so that it can be removed without damage. E.C. has. Little touches like that are what make you trust a mechanic. The labor on E.C.'s mod costs \$25.95 including the machine shop work. Added to that are the cost of a new cover gasket and oil, minimum. If some of the parts are worn, the cost goes up.

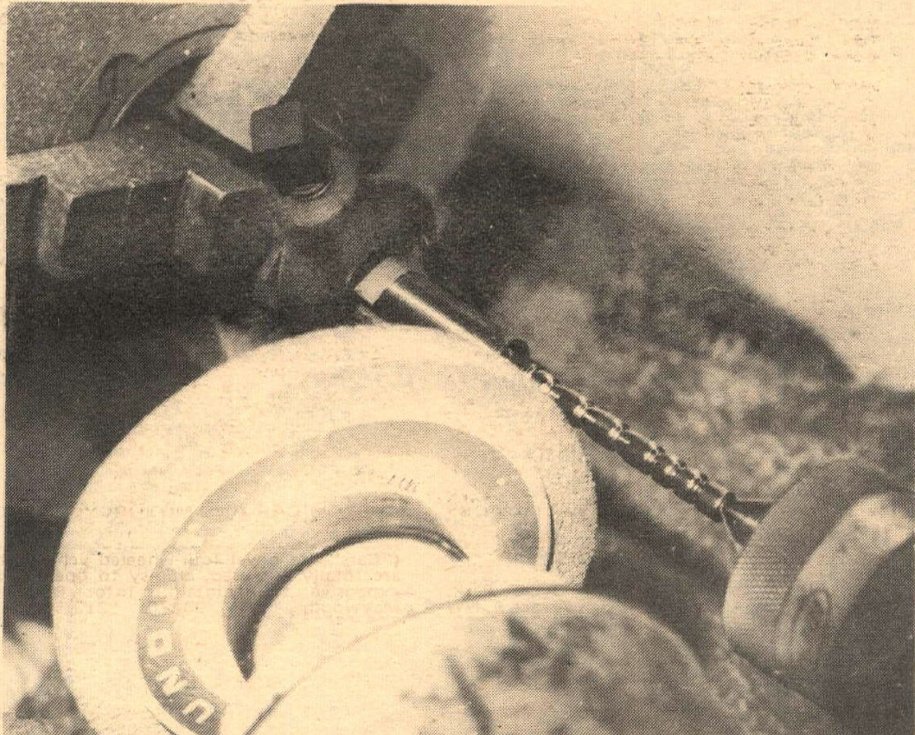
The E.C. Birt modification does a swell job of making the shifting easier. Missed upshifts are a thing of the past. My experience with it, downshifting wasn't as good. I could still drop from third through second to neutral occasionally. (For "occasionally", read "at the worst possible moment"). In motocross, where clean, quick upshifts are essential, C.C.'s modification would seem quite worthwhile. For other forms of activity like enduros and such, where upshifts can be done leisurely, but downshifts are often critical, it's of more doubtful value. Let your money be your guide. C.C. can be reached at Precision Cycle, 4573 Artesia Blvd., Lawndale, CA 90260. (213) 370-8822.



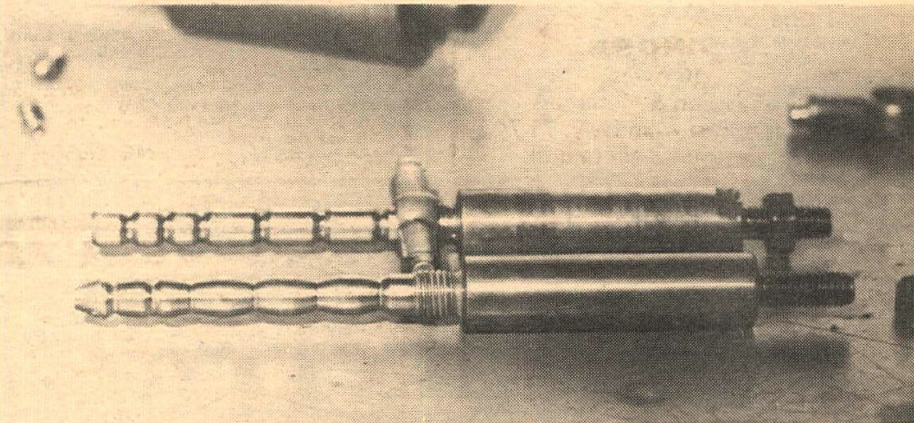
1.) To work on a Sachs transmission, you lay the bike on its side and leave the engine in the frame. If you lay it on its side, you don't even have to drain the gearbox. Leaving the engine in the frame allows you to use the rear wheel as a giant wrench to screw the selector rod out of the T-bar. Here is E.C.'s special wrench which allows the selector rod to be removed without bending it, or rounding the flats.



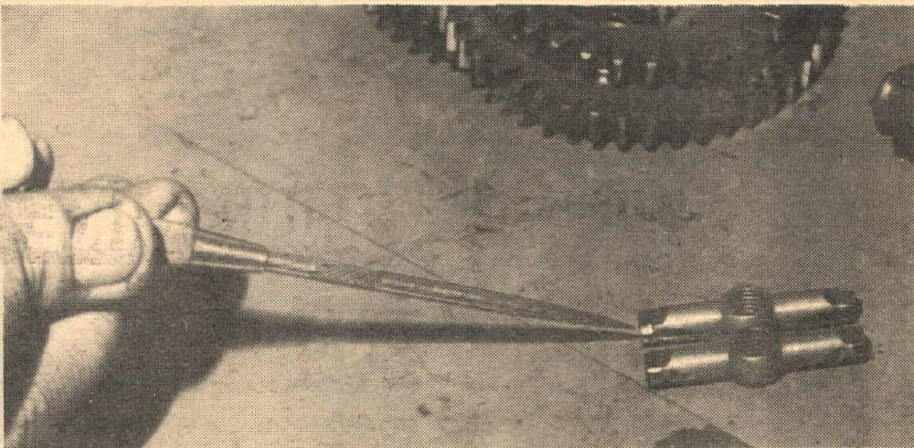
2.) If you were to split the case to remove the selector rod, this is what you'd find. The T-bar rides up and down the slot in the large shaft. By lining up the notches in the gears to coincide with the slot, the T-bar can be turned on end and fished out the hole in the rear end of the shaft after the selector rod has been withdrawn.



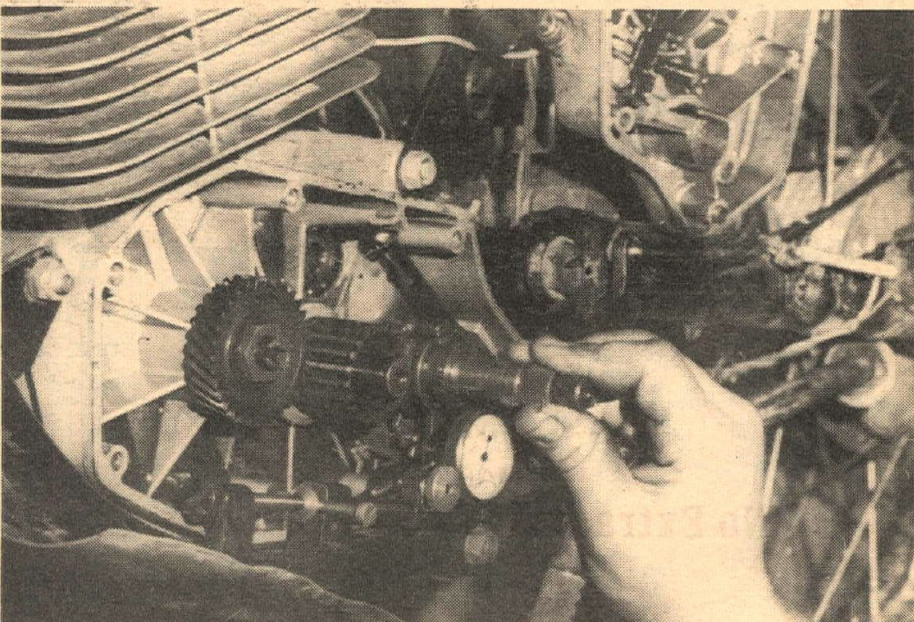
3.) Here, the selector is being ground in a lathe. In order to grind the shaft it must be held on both ends. Three of the keyways have been partially ground.



4.) Here is the old selector rod and the machined-and-polished new one (near). Note the easy transitions from gear to gear.



5.) A principle cause of difficulty in shifting a Sachs is a worn T-bar. E.C. points out the critical area. The one he is pointing to is worn out and must be replaced.



6.) The reassembly is extremely critical and must be done with a dial indicator. All adjustment is done in third gear and the final adjustment of the selector rod is done to zero tolerance. Any slop at all and it won't work.

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SUZUKI 80: Camber, Girings, hi C. head, Reed, K70, \$150.00. Danny (213) 790-5667.

360 MONTESA — Near new cond., Akronts, Ceriani, dual Filtrons, \$725. (213) 433-1336.

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KAWASAKI 100 GREENSTREAK — 19" front, brand new tires, F. and R., Mavricks, two tanks, modified crank & rod, Trail Boss barrel, new rod, bearings, piston, rings, down pipe, Filtrons, more. Must sell, \$250.00. (714) 521-5093.

'70 YAM. 360 MX & '69 YAM. 175 MX — \$550-\$375. Belong to shop owner, both exlt. cond. Many, many extras. Evenings (805) 947-6857.

WANTED — YAMAHA MINI Enduro engine and Steens Mini without engine. For sale: Hodaka Rat engine and parts, \$140.00. Consider offers. Thousand Oaks (805) 495-7838.

1969 360 CZ

Extras include: Silencer, kickstand, new rear tire. Spares include: Rod, crankpin, coil, points, spokes, all required pullers, special tools, plus much more. For details call (805) 982-5851 days, (805) 483-8539 eves. Ask for Mr. Stammen. Asking \$650.00.

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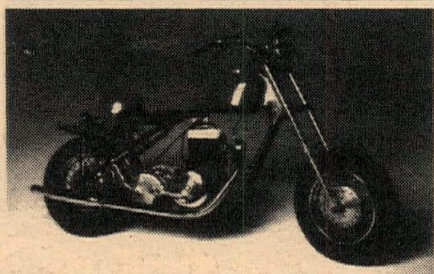
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475cc engine, Barnett clutch, Girings, 235 lbs. wet. \$950.00. (213) 372-4417 after 6:00 p.m.

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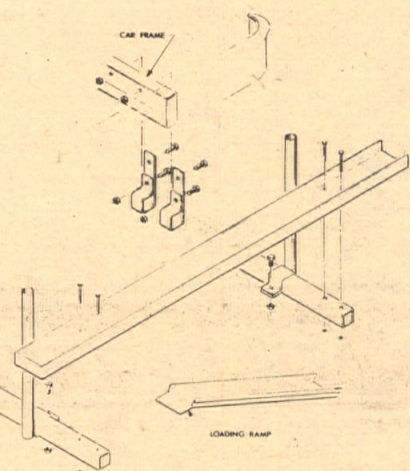
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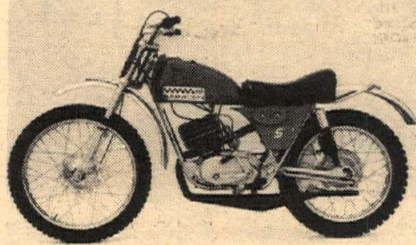
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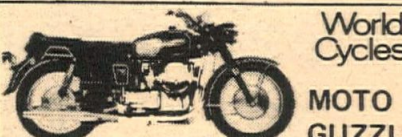
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